NACOmatic

Effective: 21-Oct-2010
Expires: 18-Nov-2010

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI ..... **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI ..... **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL ..... **RNAV (GPS) Rwy 26[1,2]**
VOR Rwy 8[3]
[1]NA when local weather not available.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[3]Category C, 800-2¼; Category D, 900-3.

AURORA, OR

AURORA STATE ..... **LOC Rwy 17[1]**
RNAV (GPS) Rwy 17[2,3]
RNAV (GPS) Rwy 35[2]
[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BAKER, MT

BAKER MUNI ..... **NDB Rwy 13[1]**
NDB Rwy 31[2]
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.
[2]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI ..... **RNAV (GPS) Rwy 13[1,2]**
VOR-A[1,3]
VOR/DME Rwy 13[2,4]
[1]NA when local weather not available.
[2]Category D, 900-2¾.
[3]Categories A,B, 1900-2; Categories C,D, 1900-3.
[4]NA when control zone not in effect.

NAME ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL ..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD ..... **VOR Rwy 31**
Category D, 800-2¼.

BILLINGS, MT

BILLINGS LOGAN INTL ..... **NDB Rwy 10L[1]**
RNAV (GPS) Rwy 10L[2]
RNAV (GPS) Rwy 28R[3]
[1]Category D, 800-2¼.
[2]Categories A,B,C,D, 800-2¼.
[3]Categories A,B, 900-2; Categories C,D, 900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN FIELD) ..... **LOC BC Rwy 28L**
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD ..... **RNAV (GPS)-A[1]**
VOR Rwy 12[2]
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19[1]
NA when local weather not available.
[1]Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY ..... **RNAV (GPS) Rwy 31[1]**
VOR/DME Rwy 31[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI ..... **VOR-A**
VOR/DME-B

NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL ..... **NDB Rwy 10[1]**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.
[1]Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI ..... **VOR Rwy 30**

Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ..... **ILS Y Rwy 15[1]**
LOC/DME Rwy 15[2]
RNAV (GPS) Y Rwy 15[3]
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3

[1]Categories A, B, C, 1200-4.
[2]Categories A,B, 1300-2; Categories C,D, 1300-3.
[3]Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL INDUSTRIAL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

CASPER, WY

CASPER/NATRONA COUNTY INTL ..... **ILS or LOC Rwy 3**

ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¾; Category E, 900-3. LOC, Category C, 800-2½; Category D, 800-2¾; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD ..... **ILS or LOC Rwy 27[1]**
NDB Rwy 27[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

CODY, WY

YELLOWSTONE REGIONAL ..... **RNAV (GPS) Rwy 22[1]**
VOR or GPS-A[2]

[1]Category C, 800-2¼; Category D, 200-2¾.
[2]Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD .... **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1

NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI ..... **RNAV (GPS) Rwy 35[1]**
VOR-A[2]

[1]NA when local weather not available.
[2]Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK ..... **RNAV (GPS) Rwy 34**

NA when local weather not available.

DILLON, MT

DILLON ..... **VOR or GPS-A,**1500-3
VOR/DME or GPS-B

NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY ..... **VOR Rwy 29**

Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND ..... **RNAV (GPS)-A**

Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD ..... **RNAV (GPS) Rwy 25[1]**
RNAV (GPS) Rwy 29
VOR-B[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA

EPHRATA MUNI ..... **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[2]
VOR/DME Rwy 3[1]
VOR Rwy 21[1]

NA when local weather not available.
[1]Category D, 1300-3.
[2]Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR

MAHLON-SWEET FIELD ..... **ILS or LOC/DME Rwy 16R[1]**
ILS or LOC/DME Rwy 16L[1]
RNAV (GPS) Rwy 34R[2]
VOR-A[3]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD ..... **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA

SNOHOMISH COUNTY(PAINE FIELD) ..... **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT

FORT BENTON ..... **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY ..... **ILS or LOC Rwy 34[1,2]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[4]
VOR/DME Rwy 16[5]
VOR/DME Rwy 34[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]NA when control tower closed.
[3]Categories A,B,C, 800-2¼; Category D, 1000-3.
[4]Categories A,B,C,D, 1200-4.
[5]Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT

WOKAL FIELD/ GLASGOW INTL ..... **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT

DAWSON COMMUNITY ..... **NDB or GPS Rwy 12,**900-2¾

GOODING, ID

GOODING MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

GRAY AAF (KGRF)

FORT LEWIS, WA ..... **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15
NA when control tower closed.

GREAT FALLS, MT

GREAT FALLS INTL ..... **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY

SOUTH BIG HORN COUNTY .... **RNAV (GPS)-A**
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 1200-3.

HAILEY, ID

FRIEDMAN MEMORIAL ..... **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT

HAVRE CITY-COUNTY ..... **VOR Rwy 26**
Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

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NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ..... **ILS or LOC Y Rwy 27[12]**
ILS or LOC Z Rwy 27[12]
LOC/DME BC-C[13]
NDB-D[14]
RNAV (GPS) Y Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) X Rwy 27[5]
RNAV (RNP) Z Rwy 9[7]
RNAV (RNP) Y Rwy 27[7]
RNAV (RNP) Z Rwy 27[79]
VOR-A[8]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1600-2; Categories C, D, E, 1600-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category A, 1200-2.
[5]Categories A, B, 1600-2; Categories C, D, 1600-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[7]NA when local weather not available.
[8]Categories A, B, 2900-2; Categories C, D, 2900-3.
[9]1000-4.

HOQUIAM, WA

BOWERMAN ..... **RNAV (GPS) Rwy 24[1]**
VOR/DME Rwy 24[2]
VOR Rwy 6[1]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ..... **ILS or LOC Rwy 20[1]**
LOC BC Rwy 2[2]
RNAV (GPS) Y Rwy 2[3]
RNAV (GPS) Y Rwy 20[3]
VOR Rwy 20[3]

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.
[3]NA when local weather not available.

JACKSON, WY

JACKSON HOLE ..... **RNAV (GPS) X Rwy 1[1]**
RNAV (GPS) Y Rwy 19[1]
RNAV (RNP) Y Rwy 1, 10681200-4
VOR/DME Rwy 1[2]
VOR/DME Rwy 19[3]

[1]Categories A,B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B,1000-2; Categories C,D, 1000-3.
[3]Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27[1]
VOR/DME-A

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
OGILVIE FIELD ..... **RNAV (GPS) Y Rwy 9**
Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ..... **ILS or LOC Rwy 2[1]**
RNAV (RNP) Y Rwy 2[2]
RNAV (RNP) Rwy 20, 800-2½[2]

[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.

KELSO, WA

SOUTHWEST
WASHINGTON RGNL ..... **RNAV (GPS) Rwy 12**
Categories A, B, 900-2.

KLAMATH FALLS, OR

KLAMATH FALLS .... **ILS or LOC/DME Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[3]
VOR/DME or TACAN Rwy 14[4]
VOR/DME or TACAN Rwy 32[4]

[1]ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
LOC, Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.
[4]Category B, 900-2; Category C, 900-2¾; Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY ..... **VOR/DME-A**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY ..... **RNAV (GPS) Y Rwy 8[1]**
RNAV (GPS) Y Rwy 26[1]
RNAV (RNP) Z Rwy 8[2]
RNAV (RNP) Z Rwy 12[2]
RNAV (RNP) Z Rwy 26[2]
VOR Rwy 8[3]
VOR Rwy 26[1]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI ..... **RNAV (GPS) Rwy 7**
VOR Rwy 7

Category D, 800-2¼.

LIVINGSTON, MT

MISSION FIELD ..... **VOR/DME-B[1]**
VOR-A[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

MC CALL MUNI ..... **RNAV (GPS) Rwy 16[1]**
RNAV (GPS) Y Rwy 34[2]
RNAV (GPS) Z Rwy 34[34]

[1]Category C, 900-2½.
[2]Categories A, B, 1600-2; Categories C, D, 1600-3.
[3]NA when local weather not available.
[4]Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ..... **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.
Category D 800-2¼.

NAME ALTERNATE MINIMUMS

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD ..... **ILS or LOC/DME Rwy 14[12]**
LOC/DME BC-B[23]
RNAV (GPS)-D[3]
RNAV (GPS) Rwy 14[4]
VOR-A[5]
VOR/DME-C[3]
VOR/DME Rwy 14[5]

[1]ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[2]NA when control tower closed.
[3]Categories A, B, 2300-2; Categories C, D, 2300-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1400-2;Category C, D 1400-3.

MISSOULA, MT

MISSOULA INTL ..... **ILS Z Rwy 11[1]**
RNAV (GPS)-D[2]
RNAV (GPS) Y Rwy 11[34]
RNAV (RNP) Z Rwy 11[2],800-2½
VOR/DME-A[5]
VOR/DME-B[6]

[1]NA when control tower closed.
[2]Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.
[3]NA when local weather not available.
[4]Categories A, B, 1900-2; Categories C, D, 1900-3.
[5]Categories A, B, 2000-2; Categories C, D, 2000-3.
[6]Categories A, B, 1800-2; Categories C, D, 1800-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R[1]**
NDB Rwy 32R[2]
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14L[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 4[2]
VOR -1 Rwy 14L[2]
VOR -3 Rwy 14L[2]
VOR Rwy 22[2]
VOR Rwy 32R[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

NAME ALTERNATE MINIMUMS

NEWCASTLE, WY

MONDELL FIELD ..... **VOR or GPS Rwy 31**
NA except for operators with approved weather reporting service.
Categories A,B, 900-2;Categories C,D, 900-3.

NORTH BEND, OR

SOUTHWEST OREGON
RGNL ..... **ILS or LOC Rwy 4[1]**
NDB Rwy 4[2]
RNAV (GPS) Y Rwy 4[2]
VOR-A[3]
VOR/DME-B[2]
VOR/DME Rwy 4[4]
[1]ILS, Categories A, B, 800-2; Category C, 900-2¼; Category D, 1100-3. LOC, Category C, 900-2¼; Category D,1100-3.
[2]Category C, 900-2¼; Category D, 1100-3.
[3]Categories A, B, 1200-2; Categories C, D, 1200-3.
[4]Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ..... **ILS or LOC Rwy 17[123]**
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[24]
VOR/DME Rwy 35[2]
[1]ILS, Categories C, D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.
[4]Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

PASCO, WA

TRI-CITIES ..... **ILS or LOC Rwy 21R[12]**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R[3]
VOR/DME Rwy 30
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

PENDLETON, OR

EASTERN OREGON RGNL AT
PENDLETON ..... **ILS or LOC/DME Rwy 25[1]**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7
NA when local weather not available.
[1]ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ
FIELD ..... **NDB-A[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.
[2]Category D, 800-2½.

POCATELLO, ID

POCATELLO RGNL ..... **ILS or LOC Rwy 21[1]**
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]
[1]NA when control zone not in effect.
[2]NA when local weather not available.

PORT ANGELES, WA

WILLIAM R
FAIRCHILD INTL ..... **ILS or LOC Rwy 8**
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 26
NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

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NAME ALTERNATE MINIMUMS

PORTLAND, OR

PORTLAND INTL ..... **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[2]
ILS or LOC Rwy 28L[3]
ILS or LOC Rwy 28R[4]
LOC/DME Rwy 21[5]
RNAV (GPS) Rwy 10L[5]
RNAV (GPS) Rwy 10R[5]
RNAV (GPS) Rwy 12[6]
RNAV (GPS) Rwy 28L[5]
RNAV (GPS) Rwy 28R[5]
VOR/DME Rwy 21[5]
VOR-A[7]
VOR Rwy 28R[5]

[1]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]Categories A, B, C, 900-2; Category D, 1000-3; Category E, 1200-3.
[3]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3; Category E, 1200-3. LOC, Category D, 1000-3; Category E, 1200-3.
[4]ILS, Category A, 700-2; Categories B, C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.
[5]Category D, 1000-3.
[6]NA when local weather not available.
[7]Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. **ILS or LOC Rwy 12[1]**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.
[1]Categories A, B, 1500-2; Categories C, D, 1500-3.

PORTLAND-TROUTDALE ..... **NDB or GPS-A**

Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI ..... **RNAV (GPS) Rwy 5,**800-2¼

RAWLINS, WY

RAWLINS MUNI/ HARVEY FIELD ..... **RNAV (GPS) Rwy 22[1]**
VOR/DME Rwy 22[2]

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD ..... **ILS or LOC Rwy 22[1]**
VOR/DME Rwy 22[2]

[1]ILS,LOC,Category D,800-2¼; Category E, 800-2½.
[2]Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI ..... **NDB Rwy 16[1]**
RNAV (GPS) Y Rwy 16[2]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

REXBURG, ID

REXBURG-MADISON COUNTY ..... **RNAV (GPS) Rwy 35**

NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND ..... **NDB Rwy 19[1]**
RNAV (GPS) Rwy 19[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
VOR Rwy 26[1]

[1]Category D, 800-2½.
[2]Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

RIVERTON, WY

RIVERTON RGNL ..... **ILS or LOC Rwy 28**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 10
VOR Rwy 28

NA when local weather not available.

ROSEBURG, OR

ROSEBURG RGNL ..... **RNAV (GPS)-B**

NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ..... **ILS or LOC Rwy 31[1][2]**
LOC/DME Rwy 31[3]
RNAV (GPS) Rwy 31[1][3]

[1]NA when local weather not available.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

SALMON, ID

LEMHI COUNTY ..... **RNAV (GPS)-D**
NA when local weather not available.
Categories A, B, 3000-2; Category C, 3000-3.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL
AIRPARK ..... **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾;
Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY
INTL ..... **ILS or LOC Rwy 31L[1]**
LOC/DME Rwy 13R[2]
RNAV (GPS) Y Rwy 13R[3]
RNAV (RNP) Z Rwy 13R[4]
[1]Category A, 800-2; Category B, 900-2;
Category C, 900-2½; Category D, 1000-3.
[2]Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.
[3]Category B, 900-2; Category C, 900-2¾;
Category D, 1000-3.
[4]Categories A, B, C, D, 800-2¼.

SHERIDAN, WY

SHERIDAN
COUNTY ..... **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
NA when local weather not received.
Category D, 800-2¼.

SIDNEY, MT

SIDNEY-RICHLAND MUNI ..... **NDB Rwy 1[1]**
NDB Rwy 19[2]
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 19[3]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¾.
[2]Categories A, B, 1000-2; Category C, 1000-
2¾; Category D, 1000-3.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

SPOKANE, WA

FELTS FIELD ..... **ILS/DME Rwy 21R[1]**
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 3L[2]
VOR Rwy 3L[34]
[1]Categories A,B, 1000-2;Category C, 1000-2¾.
[2]Categories A,B, 1000-2; Category C, 1000-2¾;
Category D, 1000-3.
[3]Categories A, B, 1000-2; Categories C, D,
1000-3.
[4]NA when local weather not available.

SPOKANE INTL ..... **ILS or LOC Rwy 3[1]**
RNAV (GPS) Rwy 3[2]
VOR Rwy 3[3]
[1]ILS, Category D, 700-2.
[2]Category D, 800-2¼.
[3]Category E, 800-2½.

TACOMA, WA

TACOMA NARROWS ..... **ILS Rwy 17[1]**
NDB Rwy 35[1]
RNAV (GPS) Rwy 17[12]
RNAV (GPS) Rwy 35[23]
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/
THE DALLES MUNI ..... **RNAV (GPS)-A**
Categories A,B, 1100-2; Category C, 1100-3;
Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY
RGNL ..... **ILS or LOC Rwy 25[1]**
NDB Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 7[2]
NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[2]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

WALLA WALLA, WA

WALLA WALLA RGNL ..... **ILS or LOC Rwy 20**[1]
ILS or LOC Y Rwy 20[13]
ILS or LOC/DME Z Rwy 20[23]
NDB Rwy 20, 1000-3
RNAV (GPS) Rwy 2[34]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 20[4]
VOR/DME Rwy 2[4]

[1]ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.

WENATCHEE, WA

PANGBORN
MEMORIAL ..... **ILS Y Rwy 12,** 1300-4
RNAV (RNP) Rwy 12, 1200-4
VOR/DME-C[12]
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Categories A, B, 1500-2; Categories C, D, 1500-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.

WOLF POINT, MT

L.M. CLAYTON ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI ..... **VOR or GPS Rwy 16**

Categories C,D, 800-2½.

YAKIMA, WA

YAKIMA AIR TERMINAL/
MCALLISTER FIELD .... **ILS Y Rwy 27,** 600-2¼[1]
LOC/DME BC-B[12]
RNAV (GPS) Y Rwy 27[3]
VOR/DME or TACAN Rwy 27[4]
VOR-A[5]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]Category C, 800-2½; Category D, 800-2¾.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Category C, 800-2¼; Category D, 800-2½.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

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NAME TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** Use LUNDI DEPARTURE. **Rwy 34,** use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34**, turn left. **All aircraft** climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 17,** std. w/ min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22,** NA-obstacles. **Rwy 35,** std. w/ min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 35,** climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 17,** multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 35,** multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: **Rwy 11,** 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34,** 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11,** turn right. **Rwy 16**, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31,** turn left. **Rwy 13**, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course. **All other aircraft** climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...
...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17,** multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35,** multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: **Rwy 13,** 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31,** 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY ,OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K). **Rwy 13**, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31,** 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C,D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left. **Rwys 26,31,35,** turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34,** climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16,** lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. **Rwy 34,** lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwys 8,26,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 8400 via BPI R-124. **Rwy 31,** climb to 10800 via BPI R-320 thence all aircraft climb on course.

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BILLINGS, MT

BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10R,** NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 10L,** Climb heading 098° to 4600 before turning right.

NOTE: **Rwy 10L,** fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25,** airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1,** climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19,** climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI)
AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID

BOUNDARY COUNTY (65S)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** NA-Terrain.

DEPARTURE PROCEDURE: **Rwy 20,** use KARPS (RNAV) DEPARTURE.

BOZEMAN,MT

GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.

DEPARTURE PROCEDURE: **Rwys 12, 30,** use BOZEMAN DEPARTURE.

BREMERTON,WA

BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ min. climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1,** Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19,** Climb to 6000 direct CAN NDB, thence...

...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: **Rwy 1,** Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19,** Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft: **Rwys 13,31,** 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft: **Rwy 13**, turn left. **Rwy 31,** climb straight ahead. **All aircraft** proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13,** climb straight ahead. **Rwy 31,** turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID

BURLEY MUNI (BYI)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1½ or std. w/ min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: **Rwy 2,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 6,** climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 20,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. **Rwy 24,** climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 2,** obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL. Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/4161' MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/4283' MSL. **Rwy 6,** trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline,16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL. Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL. Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL. Antenna 1630' from DER, 112' left of centerline, 58' AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline,123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4,10,22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4,** tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30,** climbing left turn, thence...

...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21,** pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15,** std. w/ min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29,** std. w/ min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33,** std. w/ min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .**Rwy 29,** climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . . **Rwy 33,** climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence. . .

. . .climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15,** multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29,** multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33,** flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30,** climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12,** levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30,** multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left. **All other runways,** turn right. **All aircraft** climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16,** climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34,** climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: **Rwy 13,** multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27,** multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31.** multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

YELLOWSTONE RGNL (COD)

AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. **Rwy 22,** std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. **Rwy 22,** climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 4,** trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. **Rwy 22,** poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24,** use CONUK (RNAV) DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24,** climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17,** climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. **Rwys 27, 35,** climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9,** multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27,** obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. **Rwy 35,** multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

21 OCT 2010 to 18 NOV 2010

DEER PARK, WA
DEER PARK (DEW)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1½ or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 16,** climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 22,** climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. **Rwy 34,** climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: **Rwy 4,** aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/2319' MSL. **Rwy 16,** trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. **Rwy 22,** trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. **Rwy 34,** aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT
DILLON

TAKE-OFF MINIMUMS: **Rwys 3,21,** NA.

DEPARTURE PROCEDURE: **Rwys 16,34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY
CONVERSE COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23,** 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11,** climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23,** climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29,** climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000.

NOTE: **Rwy 5,** trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23,** trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID
DRIGGS-REED MEMORIAL (DIJ)
AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA
ORCAS ISLAND (ORS)
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** NA-Terrain. **Rwy 34,** 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34,** climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34,** trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA
BOWERS FIELD

TAKE-OFF MINIMUMS: **Rwys 7,11,** 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25,** 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29,** 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29,** climbing right turn direct ELN VORTAC. **Rwys 11, 25,** climbing left turn direct ELN VORTAC. **All aircraft,** continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA
EPHRATA MUNI (EPH)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2300 before proceeding on course. **Rwy 11,** climb heading 112° to 2200 before proceeding on course. **Rwy 21,** climb heading 207° to 2800 before proceeding on course.

EUGENE, OR
MAHLON SWEET FIELD (EUG)
AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climb heading 163° to 1000 then climbing right turn...**Rwys 34L, 34R,** climb heading 343° to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16L,** multiple power poles beginning 1036' from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. **Rwy 16R,** tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. **Rwy 34L,** tree 1597' from DER, 842' left of centerline, 50' AGL/404' MSL. **Rwy 34R,** tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. **Rwy 23**, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R,** climbing right turn, thence...**Rwys 29, 34L/R,** climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11,** multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. **Rwy 16L,** multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R,** multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29,** multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R,** multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA . . . . . ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23,** std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23,** for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34,** climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21,** 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16,** climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21,** climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3,** windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16,** tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21,** fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 ' AGL/4729' MSL. **Rwy 34,** fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394 ' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 ' MSL. Vehicle on road 1610' from DER. 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 068° to 5000 before turning left. **Rwy 25,** climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7,** rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25,** vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID
IDAHO COUNTY (S80)
AMDT 1 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** NA - Obstacles.
DEPARTURE PROCEDURE: **Rwy 25,** Use MELLR DEPARTURE.

GRANTS PASS, OR
GRANTS PASS
TAKE-OFF MINIMUMS: **Rwy 12,** NA. **Rwy 30,** 4000-3 or std. with a min. climb of 360' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 30,** climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)
FORT LEWIS, WA . . . . . AMDT 2, 10098
Rwy 15, Standard
Rwy 33, 300-1*
* Or standard with minimum climb of 430/NM to 600.
DEPARTURE PROCEDURE: **Rwy 15,** Climb heading 147° to 700 then climbing left turn direct GRF NDB.
Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.
TAKE-OFF OBSTACLES: **Rwy 15,** Tree 100' AGL/ 439' MSL, 1848' from DER, 430' right of centerline. **Rwy 33,** Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of centerline.

GREAT FALLS, MT
GREAT FALLS INTL
NOTE: **Rwy 7,** obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21,** pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25,** windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY
SOUTH BIG HORN COUNTY (GEY)
ORIG-A 09239 (FA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. w/ min. climb of 260' per NM to 4200.
DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.
NOTE: **Rwy 25,** bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY
CAMP GUERNSEY
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32,** 1400-2 or std. with a min. climb of 320' per NM to 5800.
DEPARTURE PROCEDURE: **Rwy 14,** climb to 5600 via heading 150°. **Rwy 32,** climb to 5800 via heading 070°. **All aircraft** continue on course.

HAILEY, ID
FRIEDMAN MEMORIAL
TAKE-OFF MINIMUMS: **Rwy 13,** 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31,** NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 13,** Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.
NOTE: **Rwy 13,** multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT
RAVALLI COUNTY
DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT
HAVRE CITY-COUNTY (HVR)
AMDT 3 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¾ or std. w/ min. climb of 217' per NM to 3300.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...**Rwy 8,** climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...**Rwy 21,** climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/ DME thence...**Rwy 26,** climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...
...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.
NOTE: **Rwy 3,** pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8,** obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26,** light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)
ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9,** std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23,**1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**,1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16,34,** NA.

DEPARTURE PROCEDURE: **Rwys 5,9,** climbing left turn heading 270°. **Rwys 23,27,** climbing right turn heading 020°. **All Aircraft:** continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5,** ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL**. Rwy 23,** pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27,** buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4,** tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22,** light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn heading 110°: **Rwy 24,** climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31,** climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13,** road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31,** terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)
AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2,** pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17,** trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35,** trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON,WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1,** use GEYSER DEPARTURE. **Rwy 19,** use TETON DEPARTURE.

JEROME, ID

JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9,** bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27,** fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35,** NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27,** climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27,** fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS)

AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** NA, terrain. **Rwy 30,** std. with a min. climb of 370' per NM to 1900 or 1900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:. **Rwy 30**, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: **Rwy 30,** light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY

KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28,** NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/DME before proceeding on course. **Rwy 34,** climb via heading 346° to 8200 then climbing right turn to12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/DME before proceeding on course.

KLAMATH FALLS, OR

KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** NA - Terrain. **Rwy 14,** std. w/ min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence… or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 25,** climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence… **Rwy 32,** climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence…

…continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: **Rwy 14,** trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. **Rwy 25,** terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. **Rwy 32,** multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

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LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. **Rwy 30,** Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16,** 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12**,**16,** climbing left turn direct LGD NDB, thence; **Rwys 30,34,** climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16,** 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34,** 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32,** NA.

DEPARTURE PROCEDURE: **Rwy 22**, turn left. **All aircraft** climb direct BIL VORTAC.

LEWISTON,ID

LEWISTON-NEZ PERCE COUNTY (LWS)

AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: **Rwys 8,12, 26, 30**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2,** 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7,12,** 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE:**Rwys 2,30** turn left. **Rwys 7,12,20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26,** std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8,** std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 8, 26,** for climb in visual conditions: cross Lexington Airport at or above 3600.

NOTES: **Rwy 8,** trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33,** not authorized. **Rwy 15,** use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8,13,26,31,** NA-Enivironmental.

DEPARTURE PROCEDURE: **Rwys 4, 22,** use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 22,** std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 4, 34,** climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… **Rwy 16,** climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence… , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence…**Rwy 22,** climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ... , or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC, thence ...

…continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 4,** vehicle on road beginning 7' from DER,268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL. Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. **Rwy 16,** bushes beginning 196'from DER, 151' left of centerline, up to 14' AGL/2444'MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. **Rwy 34,** bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

MC CALL, ID

MC CALL MUNI (MYL)
AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

TACOMA, WA 10154

DEPARTURE PROCEDURE: **Rwy 16,** Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34,** Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16,** Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34,** Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)
AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17,** std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35,** climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4,** multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17,** tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22,** multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35,** multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD,OR

ROGUE VALLEY INTL-MEDFORD (MFR)
AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Obstacles. **Rwy 14**, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32,** std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwys 11, 29,** use GRZLY DEPARTURE.

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R,** antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. **Rwy 18,** pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L,** pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10,** 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28,** 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10,** climbing left turn direct STI NDB. **Rwy 28,** climbing right turn direct STI NDB. **All aircraft** departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. **Rwy 29,** climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11,** 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35,** NA. **Rwy 13,** 200-1 or std. with a min. climb of 275' per NM to 4400. **Rwy 31,** 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31,** climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13,** fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31,** multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2,** NA. **Rwy 16,** turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)
AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. with a min. climb of 475' per NM to 1200 or 900-3 with a min. climb of 300' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 13,** 400-2½ with a min. climb of 250' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 13,** climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. **Rwy 22,** climb heading 223° to 700 before proceeding on course. **Rwy 31,** climb heading 312° to 800 before proceeding on course.

NOTE: **Rwy 4,** Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL. Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. **Rwy 13,** bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL. Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL. Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL. **Rwy 22,** ship 4050' from DER, on centerline, up to 140' MSL. **Rwy 31,** ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)
ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1. **Rwy 25,** 300-1

DEPARTURE PROCEDURE: **Rwy 7,** climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25,** climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7,** multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25,** cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)
AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence. . .**Rwy 17,** climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence. . .or climb in visual conditions to cross OLM VORTAC at or above 2300, thence. . . **Rwy s 26,35,** climbing right turn direct OLM VORTAC, thence. . .

. . .continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL. Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17,** multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26,** multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35,** multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17,** 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** use GETNG RNAV DEPARTURE. **Rwy 35,** NA.

ONTARIO,OR

ONTARIO MUNI (ONO)
AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: **Rwy 14,** multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32,** multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON (PDT)
AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 29, 34,** climbing left turn direct PDT VORTAC, thence...
Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...
Rwy 25, climb direct PDT VORTAC, thence...
...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16,** multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. **Rwy 25,** multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29,** terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11,** climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29,** climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT

SHER-WOOD

NOTE: **Rwy 12,** multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/ 2251' MSL. **Rwy 30,** multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID

POCATELLO RGNL (PIH)
AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT

POLSON

TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.

NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

POPLAR, MT

POPLAR MUNI (PO1)
ORIG 10266 (FAA)

NOTE: **Rwy 9,** trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: **Rwys 8,13, 26, 31**, use WATTR FIVE DEPARTURE.

21 OCT 2010 to 18 NOV 2010
21 OCT 2010 to 18 NOV 2010

PORTLAND, OR

PORTLAND INTL (PDX)
AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-3 or std. w/ min. climb of 355' per NM to 700. **Rwy 10L,** std. w/ min. climb of 280' per NM to 2900. **Rwy 10R,** std. w/ min. climb of 265' per NM to 2900. **Rwy 21,** std. w/ min. climb of 290' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L,10R,** climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21,** climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L,28R,** climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3,** trees, towers, vehicles on road, sign, beginning 1' from DER, on centerline, up to 173' AGL/463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. **Rwy 10L,** vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. **Rwy 10R,** pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. **Rwy 21,** trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100' AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. **Rwy 28L,** trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL. **Rwy 28R,** building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

PORTLAND-HILLSBORO (HIO)
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct UBG VOR/DME… **Rwy 20,** climbing left turn direct UBG VOR/DME… **Rwys 2, 30,** climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME…

…all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. **Rwy 12,** terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. **Rwy 20,** terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. **Rwy 30,** terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7,** 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left. **Rwy 25**, turn right. **All aircraft** climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI (POY)
AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,16,21,34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right. **Rwy 31**, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: **Rwy 13,** terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL. Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. **Rwy 31,** windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15,** std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28,** std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15,** climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 28,** climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33,** climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10,** trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15,** trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28,** trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33,** trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/ 3319' MSL.

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23,** climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5,** multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23,** multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34,** 300-1.

DEPARTURE PROCEDURE: **Rwy 16,** climbing right turn. **Rwy 34,** climb runway heading. **All aircraft** climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16,** light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34,** multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4,** turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** std. w/ min. climb of 269' per NM to 4700. **Rwy 28,** std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4,** climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10,** climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22,** climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28,** climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28,** numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2¾ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34,** Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ... ...Climb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16,** trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34,** Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35,** climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17,** 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35,** 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND (RLD)
AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 8,** std. w/ min. climb of 310' per NM to 5000. **Rwy 19,** std. w/ min. climb of 480' per NM to 5000. **Rwy 26,** std. w/ min. climb of 350' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 1,8,** climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT /PSC 32.72 DME before proceeding on course. **Rwy 19,** climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. **Rwy 26,** climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: **Rwy 1,** crane 4957' from DER,1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. **Rwy 8,** railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. **Rwy 19,** bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. **Rwy 26,** antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

RIVERTON RGNL (RIW)
AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 10, 19, 28,** climbing right turn direct RIW VOR/DME. **All Aircraft** climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: **Rwy 1,** sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. **Rwy 10 ,** sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. **Rwy 19,** sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. **Rwy 28,** sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS)
AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 9,** climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 21,** climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. **Rwy 27,** climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3,** vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. **Rwy 21,** bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34,** climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16,** tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34,** building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

21 OCT 2010 to 18 NOV 2010

ROSEBURG, OR

ROSEBURG RGNL (RBG)
AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34,** std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16,** climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34,** climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16,** tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34,** tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURNO LOM/Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwy 35,** 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17,** NA. **Rwy 35,** climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1,** 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19,** 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19,** climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5,** turn left heading 280°. **Rwy 23,** turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33,** climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 15,** 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33,** cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 280' per NM to 3400.

21 OCT 2010 to 18 NOV 2010

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L,** 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R,** std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L,** std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2 ½ for climb in visual conditions. **Rwy 31R,** std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R,** climbing right turn. **Rwys 31L/R,** climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L,** multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy13R,** multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L,** multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy31R,** multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R,** climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...
Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence...
...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L,** trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C,** trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R,** trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L,** fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5,** 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5,** fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. **Rwy 11,** truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23,** climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5,** multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23,** multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

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21 OCT 2010 to 18 NOV 2010

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5,** 700-3 or std. w/ min. climb of 318' per NM to 5100, or. . .**Rwy 14,** 800-3 or std. w/ min. climb of 263' per NM to 5100, or. . .**Rwy 23,** 900-3 or std. w/ min. climb of 348' per NM to 5100, or. . .

. . .1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 14,** climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 23,** climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . .**Rwy 32,** climb via heading 320° and SHR R-106 to SHR VORTAC, thence. . .

. . .climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5,** multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23,** fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32,** antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI (SDY)

AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-2½ or std. with a min. climb of 315' per NM to 2500.

NOTE: **Rwy 1,** trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. **Rwy 19,** trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298' right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. **Rwy 29,** terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L,** std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R,** std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L,** climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... **Rwy 33R,** climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE**: Rwy 15L,** tree 81' from DER, 177' right of centerline, 40' AGL/106' MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R,** powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

SPOKANE, WA

FELTS FIELD (SFF)
AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. **Rwy 21R,** std. w/ min climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R,** climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/ MEA for route of flight. **Rwys 21L, 21R,** climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R -050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/ MEA for route of flight.

NOTE: **Rwy 3L,** trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. **Rwy 3R,** hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. **Rwy 21L,** elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. **Rwy 21R,** poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG)
AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 190° and GEG R-010 to GEG VORTAC. Thence...**Rwy 7,** climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence...**Rwy 21,** climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence...**Rwy 25,** climbing left turn heading 176° and GEG R-356 to GEG VORTAC. Thence...

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: **Rwy 3,** multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374' MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12,** do not exceed 210 knots until established on MSO R-163. **Rwy 30,** do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30,** climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36,** 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36,** climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17,** turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35,** turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)
AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwy 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19,** NA. **Rwy 31,** 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19,** NA. **Rwy 31,** use FETUJ RNAV DEPARTURE.

TORRINGTON, WY

TORRINGTON MUNI (TOR)
ORIG 10042 (FAA)

NOTE: **Rwy 2,** terrain 30' from DER, 277' left of centerline, 4197' MSL. **Rwy 10,** multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. **Rwy 28,** terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26,** 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .**Rwy 26,** climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence. . . or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence. . .

. . .continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8,** tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26,** bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7, 20,25,34,** turn left. **Rwy 16,** turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16,** antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20,** light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34,** terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 121° to 3900 before proceeding on course. **Rwy 30,** climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12,** tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30,** tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12,** 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading. **Rwys 25, 30,** climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E,right turns,253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1,** ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8,** climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence. . . **Rwy 26,** climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence. . .
. . .continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8,** multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26,** multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route.

CIVIL DEPARTURE PROCEDURE: **Rwy 7:** Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route.

TAKE-OFF OBSTACLES: **Rwy 7:** Trees, 204' MSL, 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline; Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1.17 NM left of centerline; Trees, 480' MSL, 1.99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. **Rwy 14:** Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA. **Rwy 16**, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

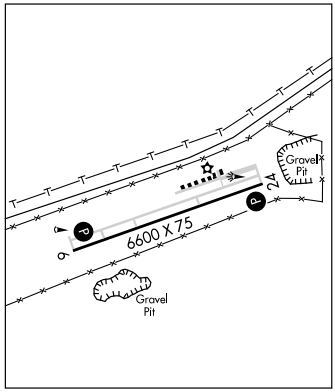
YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9**, 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22,27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9,22,27,** Use ZILLA DEPARTURE PROCEDURE.

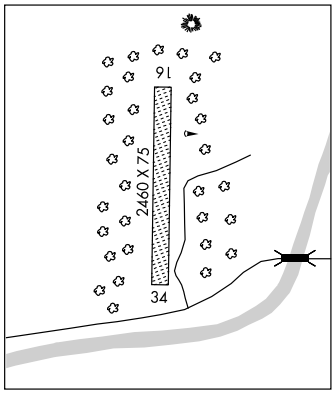
ARCO–BUTTE CO (AOC) 3 SW UTC−7(−6DT) N43°36.21′ W113°20.06′ **SALT LAKE CITY**
5332 B S2 NOTAM FILE BOI **H–3D, L–11C**
RWY 06–24: H6600X75 (ASPH) S–300 MIRL **IAP**
RWY 06: REIL. PAPI (P2L)—GA 3.0° TCH 40′.
RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40′. P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 06–24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALT LAKE CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.
POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22′ W112°39.13′ 309° 53.2 NM to fld. 4433/17E.



ASHTON N44°33.75′ W111°26.68′ **SALT LAKE CITY**
RCO 123.625 (BOISE RADIO) **L–13C**

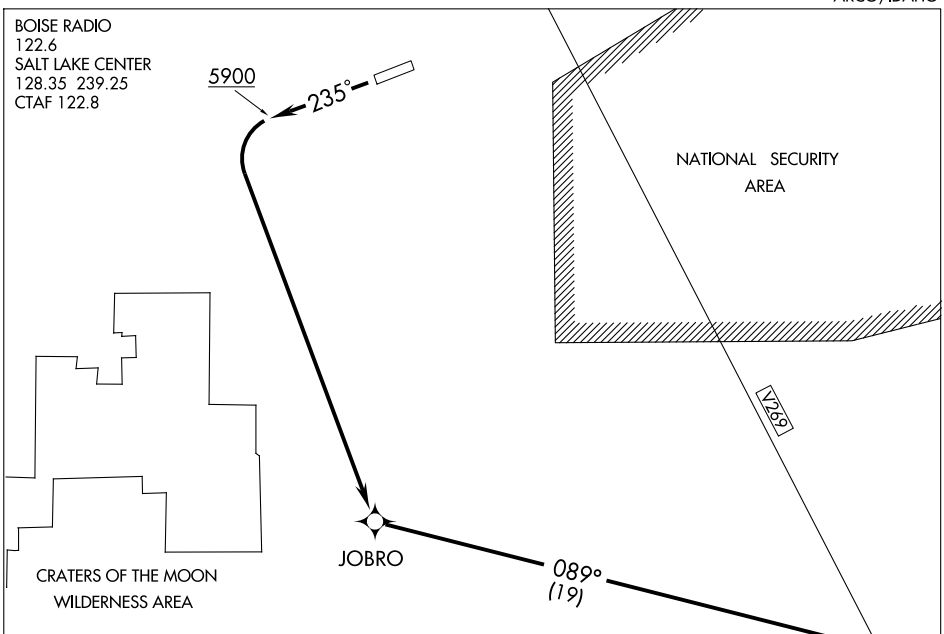
ATLANTA

ATLANTA (55H) 1 NW UTC−7(−6DT) N43°48.81′ W115°08.10′ **SALT LAKE CITY**
5500 NOTAM FILE BOI
RWY 16–34: 2460X75 (TURF–DIRT)
RWY 16: Tree. **RWY 34:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maintenance. Recommended for use by mountain proficient pilots using high performance aircraft. Arpt is located in mountainous area; high timbered ridges limit maneuvering area. Land Rwy 34, depart Rwy 16. Approach up Boise River making right circling pattern over valley to check traffic at Greene arpt. Depart with right turnout down Boise River. Announce Intentions on 122.9. No go-around due to rising terrain and trees. Rwy 16–34 edges and Rwy 34 thld marked with white rocks. Rwy 16 thld not defined. Ground vehicle traffic has access to rwy. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9



GRAHAM USFS (U45) 11 NW UTC−7(−6DT) N43°57.31′ W115°16.36′ **SALT LAKE CITY**
5726 NOTAM FILE BOI
RWY 18–36: 2900X50 (TURF–GRVL)
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Unattended. Big game animals on and in vicinity of arpt. No winter maintenance. Recommend ldg Rwy 36; tkf Rwy 18 when wind conditions allow. No line of sight between rwy ends. Rwy 18–36 lower one third of rwy soft and unusable during early spring. Rwy 18–36 thlds marked with rocks. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

JATTS ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 6: NA- Obstacles.

Rwy 24: Standard.

TAKE-OFF OBSTACLE NOTE

Rwy 24, numerous vehicles beginning 641′ from DER, 629′ right of centerline, 17′ AGL/5355′ MSL.

NOTE: GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24: Climb heading 235° to 5900 then climbing left turn direct JOBRO, then via 089° track to JATTS before proceeding on course.

NW-1, 21 OCT 2010 to 18 NOV 2010

JATTS ONE DEPARTURE (RNAV) (OBSTACLE)
ARCO, IDAHO
ARCO-BUTTE COUNTY (AOC)
(JATTS1.JATTS) 09239

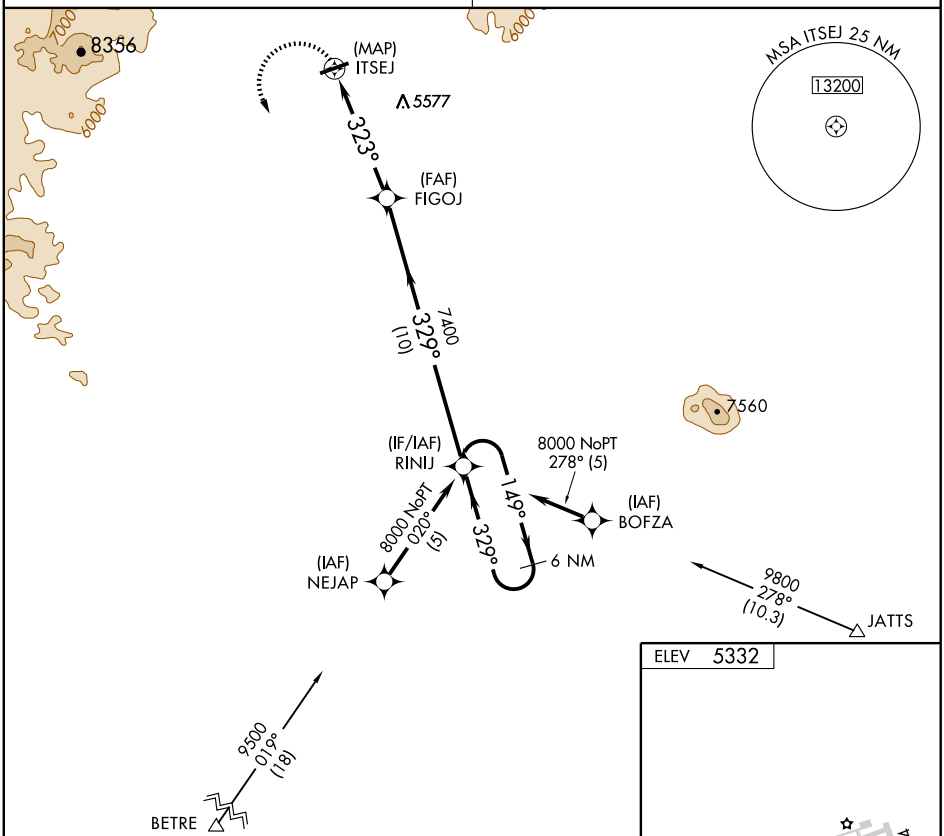
APP CRS	Rwy ldg	N/A
323°	TDZE	N/A
	Apt Elev	5332

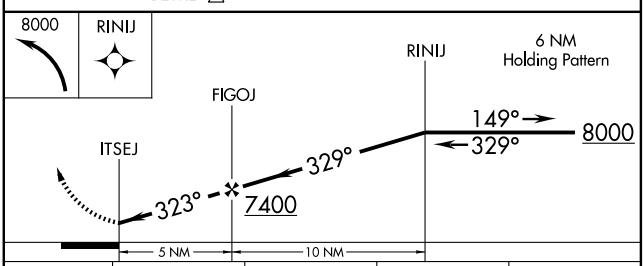
RNAV (GPS)-A
ARCO-BUTTE COUNTY (AOC)

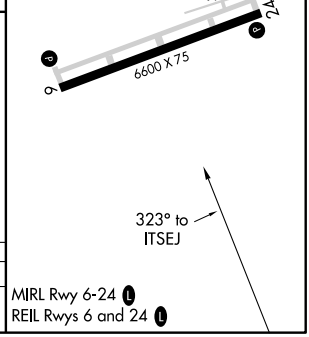
GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Pocatello Rgnl altimeter setting and increase all MDAs 600 feet.

MISSED APPROACH: Climbing left turn to 8000 direct RINIJ and hold.

SALT LAKE CENTER	UNICOM
128.35 239.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	5920-1 588 (600-1)		5920-1½ 588 (600-1½)	5920-2 588 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

BIG CREEK (U6Ø) 0 NE UTC−7(−6DT) N45°07.99′ W115°19.31′ **GREAT FALLS**

5743 NOTAM FILE BOI

RWY 01–19: 3550X110 (TURF)

RWY 01: Road. **RWY 19:** Trees.

AIRPORT REMARKS: Unattended. Big game animals on and in vicinity of arpt. Open to ski equipped acft in winter; acft use sides of strip during ski operations. Recommend land to south, takeoff to north when conditions allow. No winter maintenance. Be alert for sprinklers on rwy. Rwy 01–19 edges and thlds marked with white rock. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

BIG CREEK RANGER STATION

CABIN CREEK USFS (IØ8) 17 E UTC−7(−6DT) N45°08.61′ W114°55.74′ **GREAT FALLS**

4289 NOTAM FILE BOI

RWY 02–20: 1750X40 (TURF–DIRT)

RWY 02: Tree. **RWY 20:** Hill.

AIRPORT REMARKS: Unattended. Big game animals and livestock on and invof rwy. Land Rwy 02, takeoff Rwy 20, go around not possible due to high terrain at end of Rwy 20. Rwy 02–20 15′ wide bare dirt strip down center of rwy. No telephone avbl at arpt. Rubber water bar strips on rwy.

COMMUNICATIONS: CTAF 122.9

BIG SOUTHERN BUTTE (See ATOMIC CITY)

BLACKFOOT

McCARLEY FLD (UØ2) 1 N UTC−7(−6DT) N43°12.56′ W112°20.98′ **SALT LAKE CITY**

4488 B S4 **FUEL** 100LL, JET A NOTAM FILE BOI **L–11C**

RWY 01–19: H4314X75 (ASPH) S–12.5 MIRL **IAP**

RWY 01: PAPI(P2L)—GA 3.0° TCH 40′. Fence.

RWY 19: PAPI(P2L)—GA 3.0° TCH 37′. Tree.

AIRPORT REMARKS: Attended Mon–Sat 1500–0000Z‡. Considerable air ground ops during growing season.

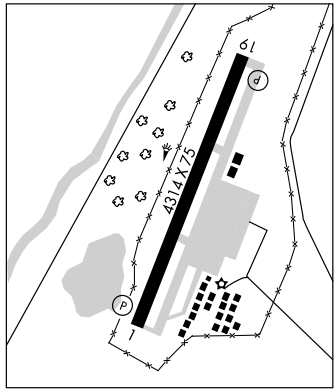
COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.

POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22′ W112°39.13′ 016° 24.3 NM to fld. 4433/17E.

IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y) N43°31.14′ W112°03.84′ 199° 22.4 NM to fld. 4724/15E. NOTAM FILE IDA.

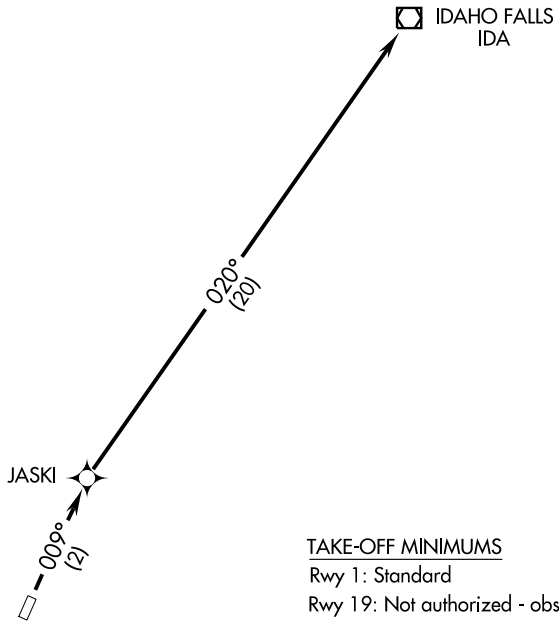


BLISS N42°54.99′ W114°47.05′. **SALT LAKE CITY**

RCO 122.4 (BOISE RADIO) **L–11C**

IDAHO FALLS ONE DEPARTURE (RNAV)

SALT LAKE CITY CENTER
128.35 239.25
UNICOM 122.8 (CTAF)



TAKE-OFF MINIMUMS
Rwy 1: Standard
Rwy 19: Not authorized - obstacles.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

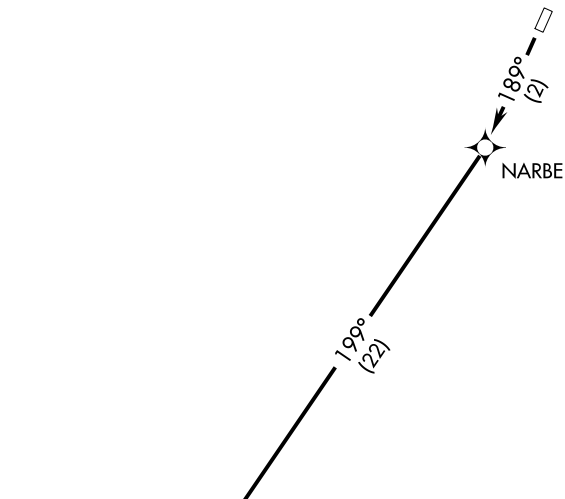
TAKE-OFF RUNWAY 1: Climb to 7000 (or higher assigned alttitude) via 009° course to JASKI WP and right turn via 020° course to IDA VOR/DME, then via (assigned route).

TAKE-OFF RUNWAY 19: Not authorized.

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

POCATELLO ONE DEPARTURE (RNAV)

SALT LAKE CITY CENTER
128.35 239.25
UNICOM 122.8 (CTAF)



TAKE-OFF MINIMUMS
Rwy 1: Not authorized - obstacles
Rwy 19: Standard

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Not authorized.

TAKE-OFF RUNWAY 19: Climb to 7000 (or higher assigned alttitude) via 189° course to NARBE WP and right turn via 199° course to PIH VORTAC, then via (assigned route).

NW-1, 21 OCT 2010 to 18 NOV 2010

POCATELLO ONE DEPARTURE (RNAV)
(PIH1.PIH) 09239
BLACKFOOT, IDAHO
BLACKFOOT/MCCARLEY FIELD (UØ2)

AL-9351 (FAA)

RNAV (GPS)-A

BLACKFOOT/MCCARLEY FIELD (UØ2)

APP CRS	Rwy ldg	N/A
189°	TDZE	N/A
	Apt Elev	4488

Use Pocatello Rgnl altimeter setting, when not received use Idaho Falls Rgnl altimeter setting.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 8500 direct NARBE and via 199° track to PIH VORTAC and hold.

SALT LAKE CITY CENTER	UNICOM
128.35 239.25	122.8 (CTAF)

Holding not required for arrivals at IDA VOR/DME via V21-365 southbound.

7 NM
015°
195°
(IAF)
IDAHO FALLS
IDA
7000
210°
(11)
6778
(IF)
AMXOJ
6200
189°
(6.2)
4667±
(FAF)
YILKO
MSA RW19 25 NM
10500
4683
RW19
4779
4740
NARBE
4789
199°
6399

MISSED APCH FIX
POCATELLO
PIH
7 NM
201°
021°

ELEV 4488
189° to RW19
6
4314 X 75
1

8500	NARBE	199° track	PIH

AMXOJ
7000
YILKO
189°
RW19
6200
3.05°
TCH 37
Procedure Turn NA
5.2 NM
6.2 NM

CATEGORY	A	B	C	D
CIRCLING	5340-1 852 (900-1)	5340-1¼ 852 (900-1¼)	5340-2½ 852 (900-2½)	5380-3 892 (900-3)

MIRL Rwy 1-19

43° 13′ N - 112° 21′ W

NW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	N/A
009°	TDZE	N/A
	Apt Elev	4488

AL-9351 (FAA)

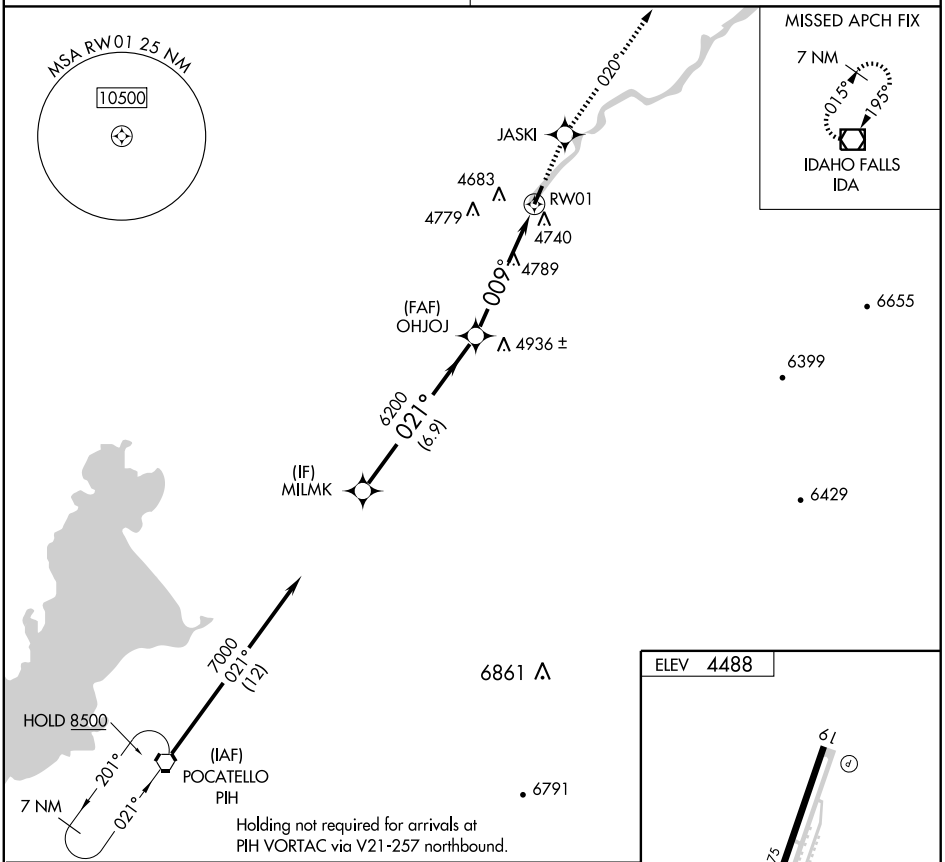
RNAV (GPS)-B

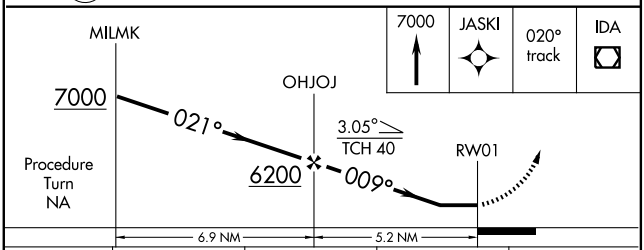
BLACKFOOT/MCCARLEY FIELD (UØ2)

Use Pocatello Rgnl altimeter setting, when not received use Idaho Falls Rgnl altimeter setting.
DME/DME RNP-0.3 NA.

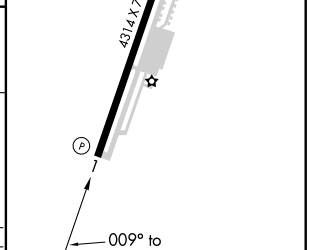
MISSED APPROACH: Climb to 7000 direct JASKI and via 020° track to IDA VOR/DME and hold.

SALT LAKE CITY CENTER	UNICOM
128.35 239.25	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	5380-1¼ 892 (900-1¼)		5380-2¾ 892 (900-2¾)	5380-3 892 (900-3)



NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

AL-9351 (FAA)

VOR/DME-C

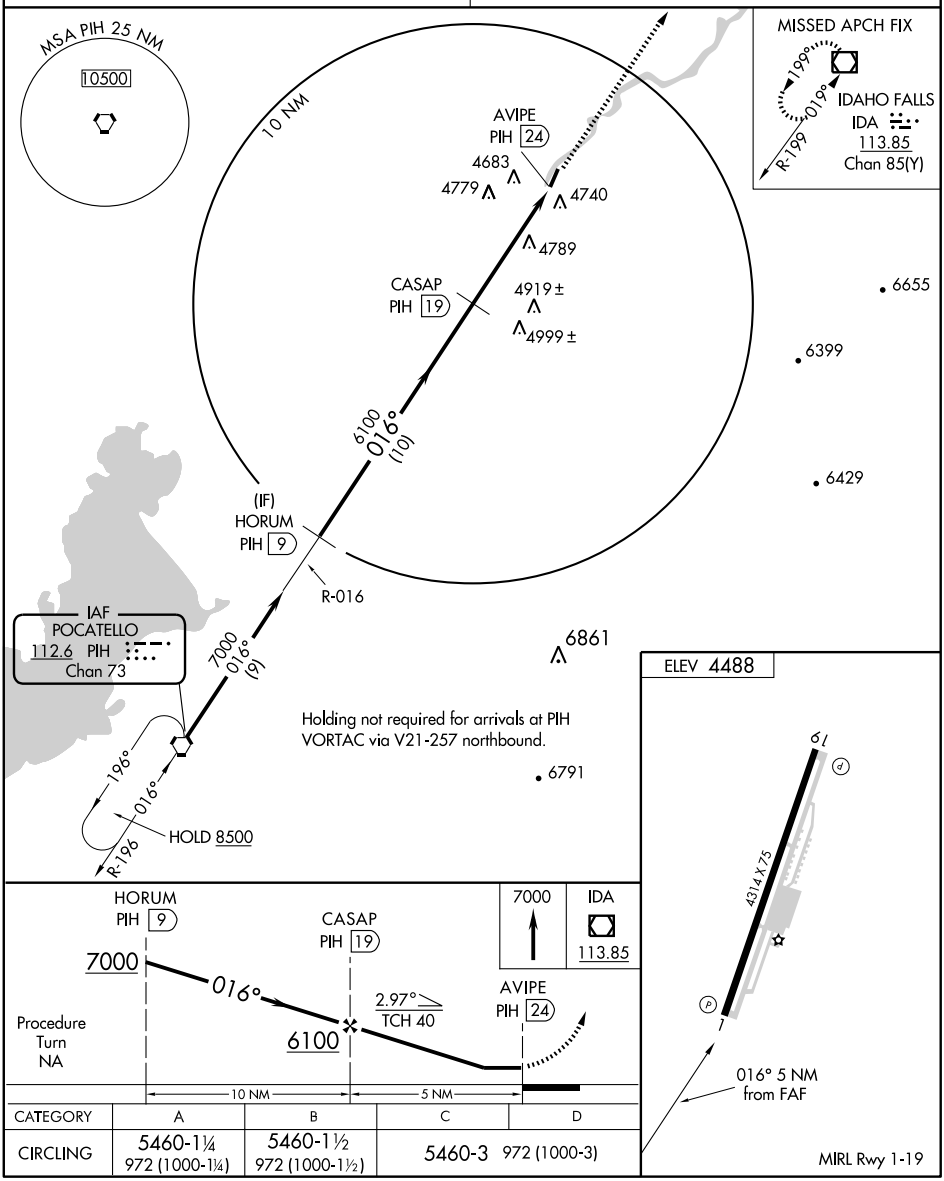
BLACKFOOT/MCCARLEY FIELD (UØ2)

VORTAC PIH	APP CRS	Rwy ldg	N/A
112.6	016°	TDZE	N/A
Chan 73		Apt Elev	4488

Use Pocatello Rgnl altimeter setting, when not received use Idaho Falls Rgnl altimeter setting.

MISSED APPROACH: Climb to 7000 direct IDA VOR/DME and hold.

SALT LAKE CITY CENTER	UNICOM
128.35 239.25	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	5460-1¼ 972 (1000-1¼)	5460-1½ 972 (1000-1½)	5460-3 972 (1000-3)	

NW-1, 21 OCT 2010 to 18 NOV 2010

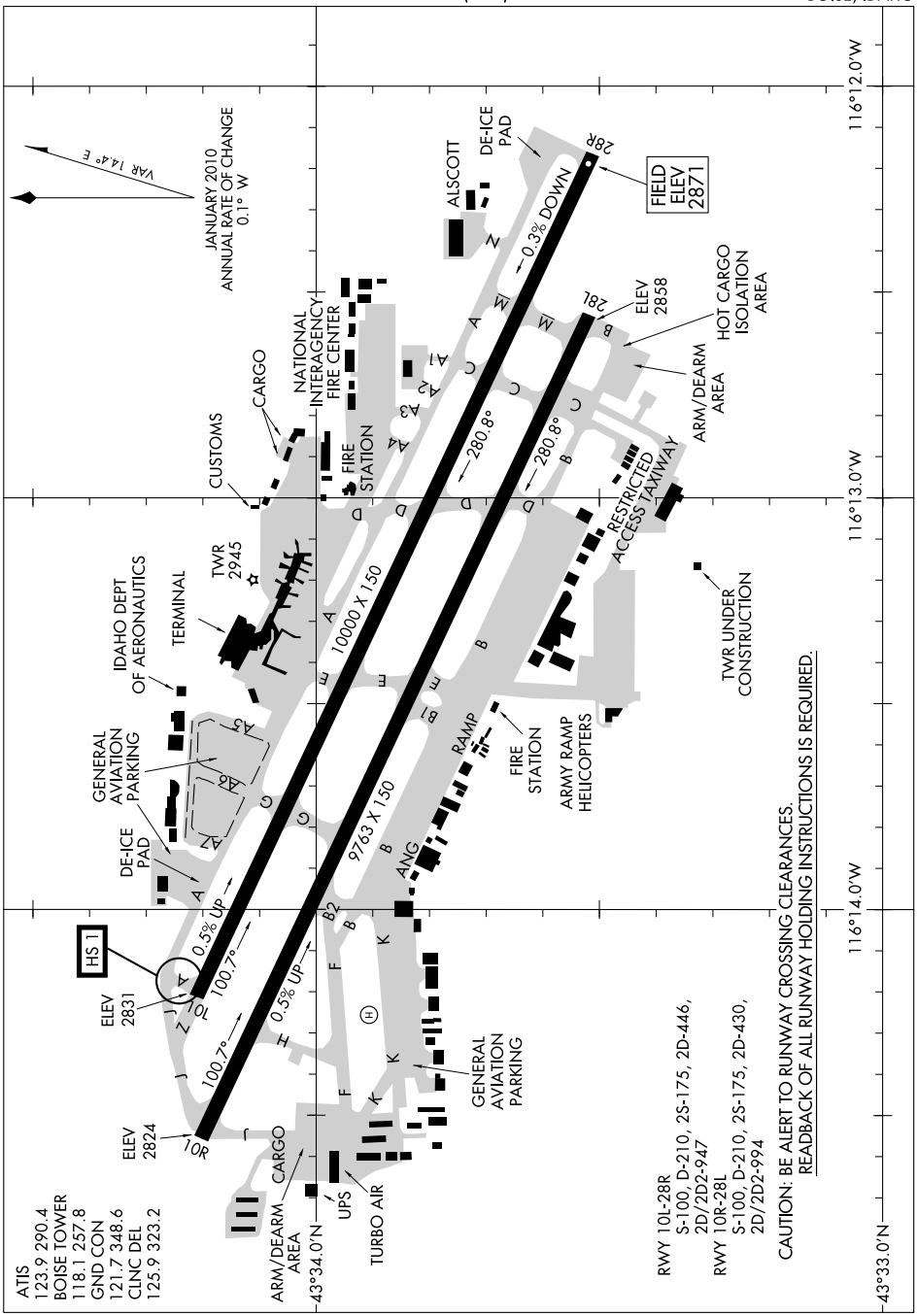
NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

AL-57 (FAA)

BOISE, IDAHO



NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BOISE, IDAHO

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

10266

BOISE AIR TERMINAL (GOWEN FLD) (BOI) 3 S UTC−7(−6DT) N43°33.86′ W116°13.37′ **SALT LAKE CITY H–1C, 3C, L–11B IAP, AD**

2871 B S2 **FUEL** 100LL, JET A1 + OX 1, 3 AOE Class I, ARFF Index B

NOTAM FILE BOI

RWY 10L–28R: H10000X150 (ASPH–GRVD) S–100, D–210, 2S–175, 2D–446, 2D/2D2–947 HIRL

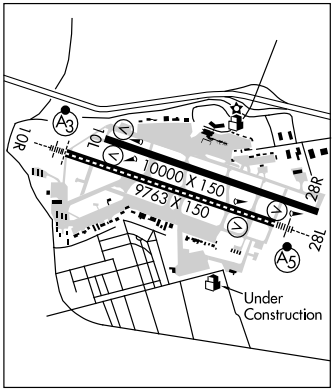
RWY 10L: REIL. VASI(V4L)—GA 3.0° TCH 53′. Antenna. 0.5% up.

RWY 28R: VASI(V4L)—GA 3.0° TCH 52′. Rgt tfc. 0.3% down.

RWY 10R–28L: H9763X150 (ASPH–PFC) S–100, D–210, 2S–175, 2D–430, 2D/2D2–994 HIRL CL

RWY 10R: SSALR. TDZL. VASI(V4L)—GA 3.0° TCH 55′. Rgt tfc. 0.5% up.

RWY 28L: MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 50′.



AIRPORT REMARKS: Attended continuously. Extensive copter operations surface to 3500′ within 1 NM E and W and 5 NM S of Rwy 10R–28L. Moderate migratory bird activity within 5 NM of the arpt Oct–Mar. Security requires PPR with fixed base operator due to locked gates and fencing between hours 0500–1400Z‡ for ingress/egress to arpt. Portions of Twy A and the northwest ramp not visible to twr. Do not use Twy Z for tkf roll on Rwy 10L. Rwy 28R midfield runway visual range avbl. Rwy 10R and Rwy 28L touchdown runway visual range avbl. Rwy 10R rollout runway visual range avbl. Flight Notification Service (ADCUS) available Mon–Fri 1500–0000Z‡, weekends if notified by Thur 0000Z‡.

WEATHER DATA SOURCES: ASOS (208) 388–4640

COMMUNICATIONS: D-ATIS 123.9 **UNICOM** 122.95

BOISE RCO 122.6 122.2 (BOISE RADIO)

Ⓡ **APP/DEP CON** 126.9 (North) 119.6 (South)

TOWER 118.1 119.0 **GND CON** 121.7 **CLNC DEL** 125.9

AIRSPACE: CLASS C svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

(H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 281° 1.5 NM to fld. 2876/17E.

VOR portion unusable:

001°–044° byd 22 NM blo 11,000′
001°–044° byd 32 NM blo 14,500′
045°–071° byd 32 NM blo 12,500′
072°–084° byd 32 NM blo 10,500′

DME portion unusable:

010°–060° byd 12 NM blo 13,000′
010°–060° byd 27 NM blo 15,500′
113°–155° byd 30 NM blo 7,000′
348°–010° byd 20 NM blo 13,000′
348°–010° byd 27 NM blo 15,500′

USTIK NDB (HW/LOM) 359 BO N43°35.81′ W116°18.91′ 099° 4.5 NM to fld.

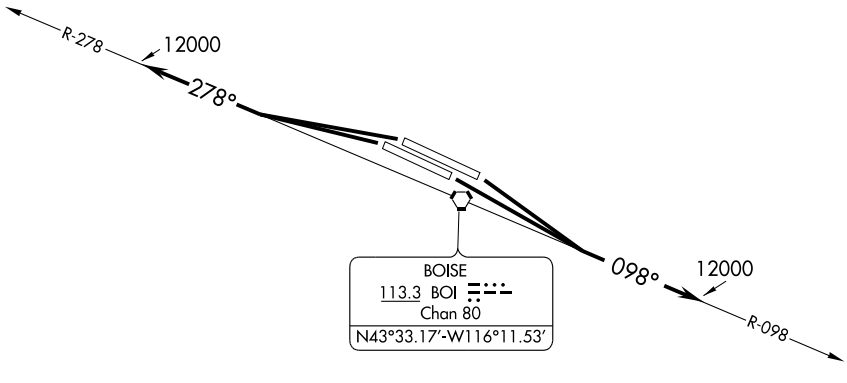
ILS/DME 110.15 I–AAD Chan 38(Y) Rwy 28R. DME unusable byd 10 NM blo 6000′, byd 12 NM blo 5500′, byd 13 NM blo 6200′, byd 16 NM blo 6000′. GS unusable byd 6 NM blo 4700′. LOC unusable byd 10 NM blo 6000′, byd 12 NM blo 5500′, byd 13 NM blo 6200′, byd 16 NM blo 6000′, byd 20° right of course

ILS/DME 111.1 I–BOI Chan 48 Rwy 10R. Class IIE. LOM USTIK NDB. Localizer backcourse unusable byd 10° north and south side of course. Localizer backcourse unusable byd 10 NM blo 5900′ and byd 15.1 NM blo 6800′.

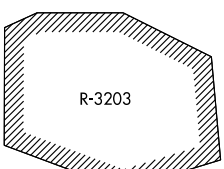
BOISE ONE DEPARTURE

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)
BOISE, IDAHO

ATIS
123.9 290.4
CLNC DEL
125.9 323.2
GND CON
121.7 348.6
BOISE TOWER
118.1 257.8
BOISE DEP CON
126.9 351.85 (279°-097°)
119.6 269.4 (098°-278°)



NOTE: Chart not to scale.



NOTE: RADAR Required

TAKE-OFF MINIMUMS
Rwy 28L/R: Standard.
Rwy 10L/R: Standard with minimum climb of 240′ per NM to 9100. ATC climb of 420′ per NM to 7000′.

TAKE-OFF OBSTACLE NOTES
Rwy 10L: DME antenna 5′ from DER, 415′ right of centerline, 21′ AGL/2881′ MSL.
Light on building 271′ from DER, 567′ left of centerline, 29′ AGL/2889′ MSL.
Equipment on road 462′ from DER, 444′ left of centerline, 17′ AGL/2887′ MSL.
Rwy 28R: Anemometer 452′ from DER, 306′ left of centerline, 11′ AGL/2842′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climb to 12000′ via BOI VORTAC R-098, Thence . . .

TAKE-OFF RUNWAY 28L/R: Climb to 12000′ via BOI VORTAC R-278, Thence . . .

. . . Expect RADAR vectors to assigned route, expect filed altitude 10 minutes after departure.

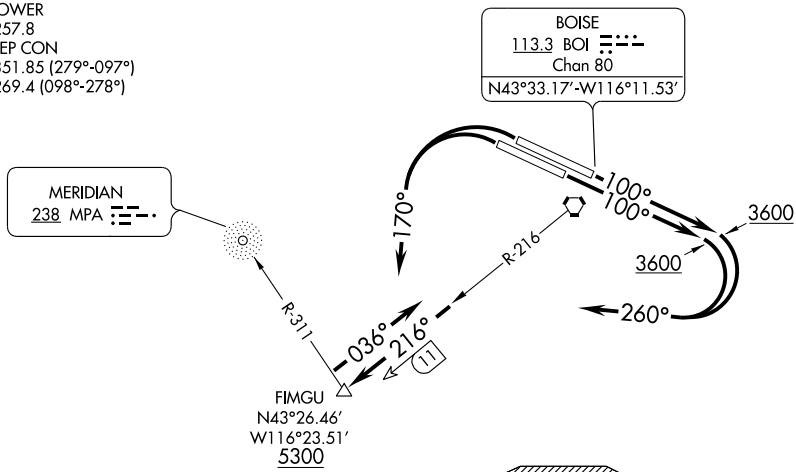
LOST COMMUNICATIONS: If not in contact with Boise Departure Control at 10000′ or assigned altitude, if lower, continue climb to assigned altitude and thence via assigned route.

NW-1, 21 OCT 2010 to 18 NOV 2010

BOISE ONE DEPARTURE
(BOI1.BOI) 10154
BOISE, IDAHO
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

GOWEN ONE DEPARTURE (OBSTACLE)

ATIS
123.9 290.4
CLNC DEL
125.9 323.2
GND CON
121.7 348.6
BOISE TOWER
118.1 257.8
BOISE DEP CON
126.9 351.85 (279°-097°)
119.6 269.4 (098°-278°)



NOTE: Chart not to scale.

NOTE: ADF or DME Required

TAKE-OFF MINIMUMS
Rwy 28L/R: Standard.
Rwy 10L: Standard with minimum climb of 208′ per NM to 4300 or 5500-3 for climb in visual conditions.
Rwy 10R: Standard with minimum climb of 205′ per NM to 4300 or 5500-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES
Rwy 10L: DME antenna 5′ from DER, 415′ right of centerline, 21′ AGL/2881′ MSL.
Light on building 271′ from DER, 567′ left of centerline, 29′ AGL/2889′ MSL.
Equipment on road 462′ from DER, 444′ left of centerline, 17′ AGL/2887′ MSL.
Rwy 28R: Anemometer 452′ from DER, 306′ left of centerline, 11′ AGL/2842′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10L/R: Climb heading 100° to 3600 then climbing right turn heading 260° to intercept and climb via BOI VORTAC R-216 outbound to cross FIMGU INT/BOI 11 DME fix at or above 5300 then via BOI R-216 to cross BOI VORTAC at or above MEA/MCA for assigned route of flight or climb in visual conditions to cross Boise Air Terminal/Gowen Field Airport at or above MEA/MCA before proceeding on assigned route of flight.

TAKE-OFF RUNWAY 28L/R: Climbing left turn heading 170° to intercept and climb via BOI VORTAC R-216 outbound to cross FIMGU INT/BOI 11 DME fix at or above 5300 then via BOI R-216 to cross BOI VORTAC at or above MEA/MCA for assigned route of flight.

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GOWEN ONE DEPARTURE (OBSTACLE) BOISE, IDAHO
(GOWEN1.GOWEN) 10042 BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

HI-ILS or LOC/DME RWY 10R

LOC I-BOI 111.1	APCH CRS 100°	Rwy ldg 9763 TDZE 2836 Arpt Elev 2871

JAL-57 [USAF] BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

ALSF-2

MISSED APPROACH: Climb to 3700 then climbing right turn to 5000 via heading 320° to intercept BOI VORTAC R-278 then direct JIMMI INT and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL	ASOS
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2	

*** Circling N of Rwy 10L-28R NA.

NOT FOR CIVIL USE

LOM USTIK 359 BO

JIMMI BOI 12 — OFODU BOI 10.5 — BOI 6 — BOI 17 — WURAG BOI 12 — BOI 25 — (IAF) CLEAN BOI 15

R-278 — 280° — 100° — R-252 — 252° — R-072 — 072° — Hold FL200

LOCALIZER 111.1 I-BOI Chan 48

BOISE 113.3 BOI Chan 80

Simultaneous reception of I-BOI LOC and BOI DME required.

Use BOI DME when on LOC course.

20 NM

MSA BOI 25 NM — 130° 9500 — 300° 6600

EMERG SAFE ALT 100 NM 14,100

3700 — 5000 hdg 320° — JIMMI BOI 12 — WURAG BOI R-252 12 — VGSI and ILS Glidepath not coincidental — CLEAN R-072 BOI 15 — VORTAC

Right at 12,000 within 25 NM — 252° FL200 — 252° FL200 — 252° FL200

JIMMI BOI 12 — OFODU BOI 10.5 — LOM 6 — 3.4 — AVVUV 2.7 — 100°

GS 3.00° TCH 58 — 5900 — 5500 — 4100 — 3.3 NM — 0.3

ELEV 2871 — 100° 3.6 NM from FAF — HIRL Rwy 10L-28R and 10R-28L REIL Rwy 10L

TDZE 2836 — TWR 2925 — 2908 — 2887 — 2897 — 3136 — 0.4% Up — 0.5% Up — 9763 x 150 — 10,000 x 150 — 10R — 10L — 28L — 28R

TDZ/CL Rwy 10R-28L

CATEGORY	C	D	E
S-ILS 10R *	3036/24 200 (200-½)		
S-LOC 10R **	3160/24 324 (400-½)	3160/40 324 (400-¾)	
CIRCLING ***	3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3820-3 949 (1000-3)

FAF to MAP 3.3 NM					
Knots	120	140	160	180	200
Min:Sec	1:39	1:25	1:14	1:06	0:59

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NW-1, 21 OCT 2010 to 18 NOV 2010

BOISE, IDAHO

HI-VOR/DME or TACAN RWY 10R

VORTAC BOI 113.3 Chan 80	APCH CRS 098°	Rwy ldg 9763 TDZE 2836 Arpt Elev 2871

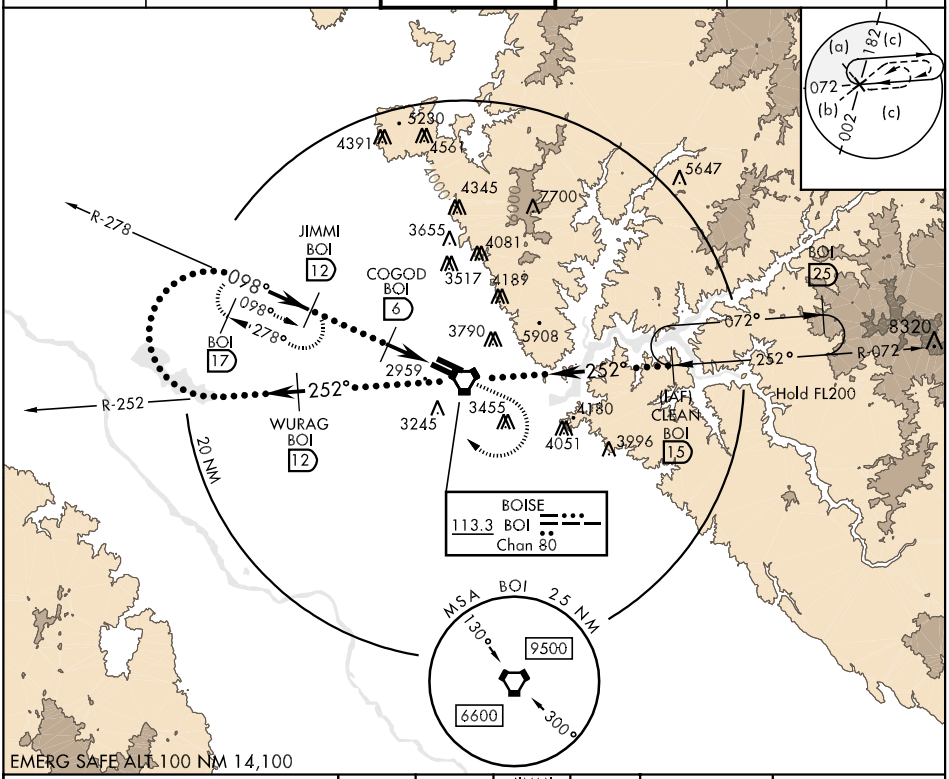
JAL-57 [USAF] BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

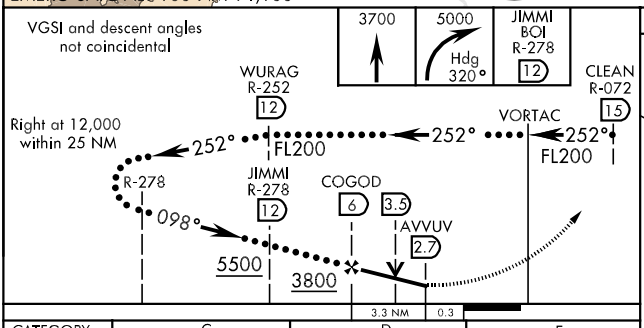
T * When ALS inop, increase CAT DE RVR to 60 and vis to 1¼ miles.
** Circling N of Rwy 10L-28R NA.

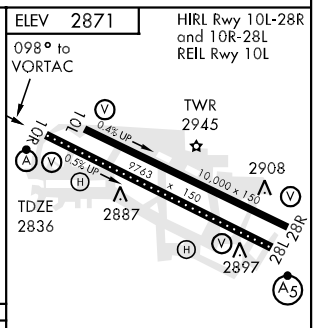
ALSF-2

MISSED APPROACH: Climb to 3700 then climbing right turn to 5000 via heading 320° to intercept BOI VORTAC R-278 then direct JIMMI/12 DME and hold

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL	ASOS
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2	







CATEGORY	C	D	E
S-10R *	3220/24 384 (400-½)	3220/50 384 (400-1)	
CIRCLING **	3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3860-3 989 (1000-3)

TDZ/CL Rwy 10R-28L

BOISE, IDAHO 43°34′N-116°13′W BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

Amdt 1 10294

HI-VOR/DME or TACAN RWY 10R

NW-1, 21 OCT 2010 to 18 NOV 2010

HI-VOR/DME or TACAN RWY 28L

JAL-57 [USAF]

BOISE AIR TERMINAL (GOWEN FLD) (KBOI)

VORTAC BOI	APCH CRS	Rwy ldg 28L 9763 28R 10,000	
113.3	278°	TDZE 28L 2858 28R 2871	
Chan 80		Arpt Elev 2871	

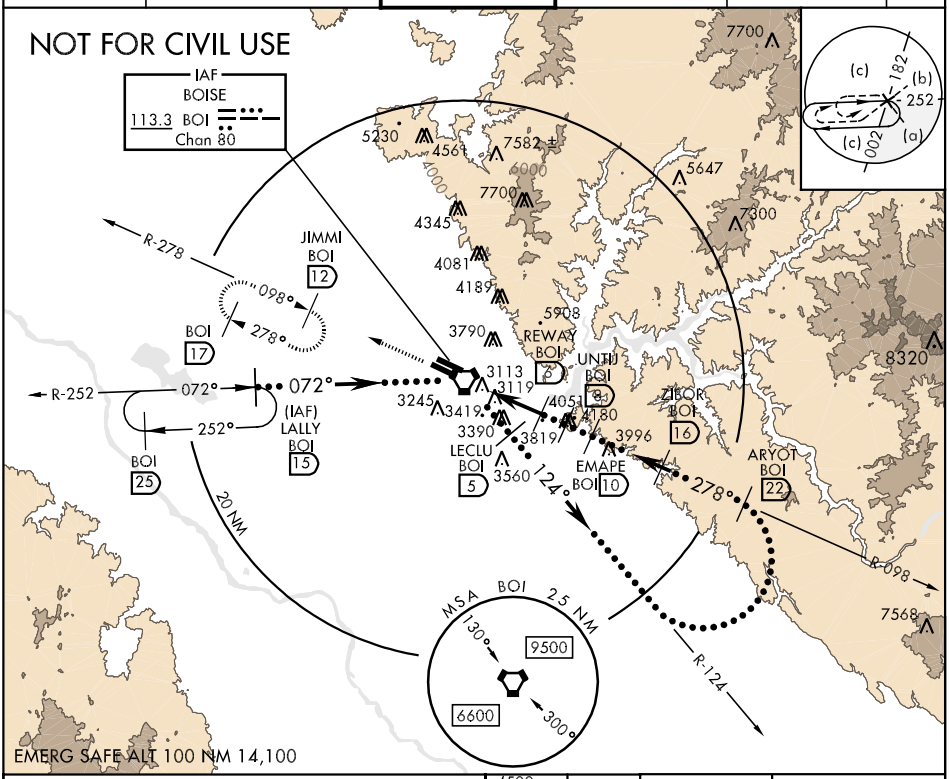
* When ALS inop, increase vis to 1½ miles.

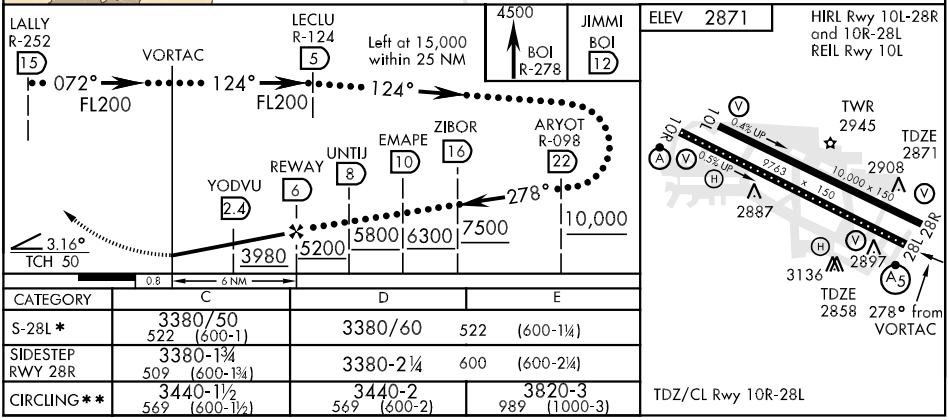
** Circling N of Rwy 10L-28R NA.

MALSR

MISSED APPROACH: Climb to 4500 via BOI VORTAC R-278 to JIMMI and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL	ASOS
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2	





CATEGORY	C	D	E
S-28L *	3380/50 522 (600-1)	3380/60 522 (600-1¼)	
SIDESTEP RWY 28R	3380-1¾ 509 (600-1¾)	3380-2¼ 600 (600-2¼)	
CIRCLING **	3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3820-3 989 (1000-3)

NW-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/		
KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-BOI 111.1 Chan 48	APP CRS 100°	Rwy ldg 10R 9763 TDZE 2836 Apt Elev 2871	Rwy ldg 10L 10000 TDZE 2844 Apt Elev 2871

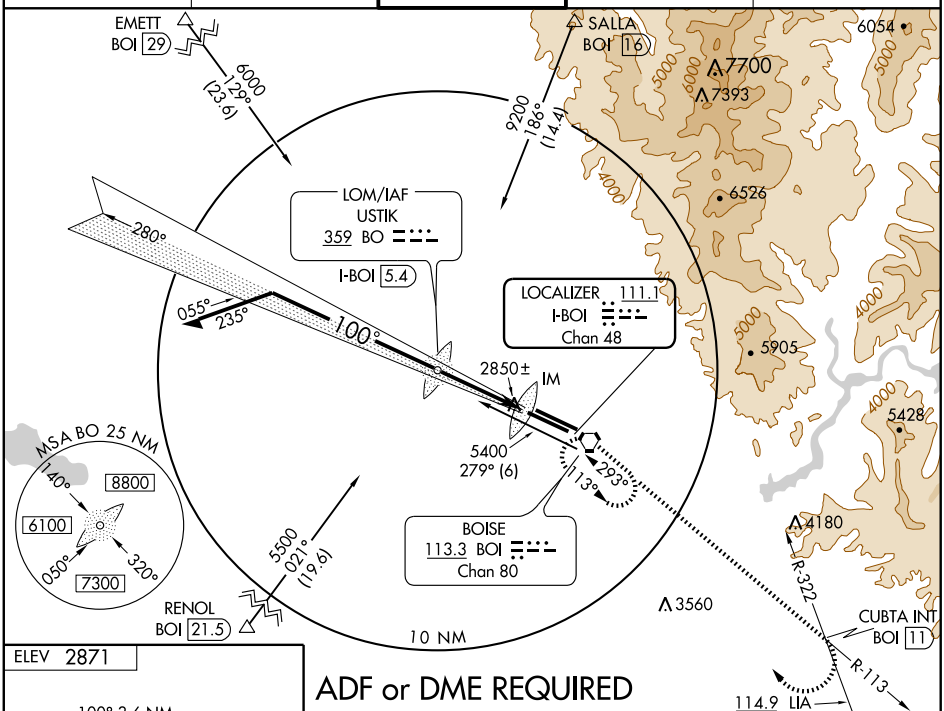
ILS or LOC RWY 10R
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

Circling NA north of Rwy 10L-28R.
Visibility reduction by helicopters NA for sidestep.

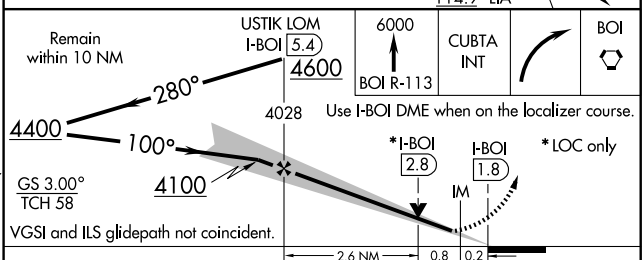
SSALR Rwy 10R

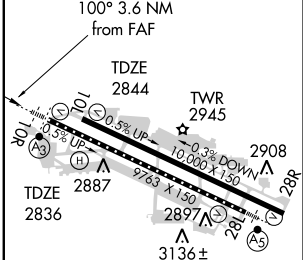
MISSED APPROACH: Climb to 6000 via BOI VORTAC R-113 to CUBTA INT/BOI 11 DME, and right turn direct BOI VORTAC and hold; or as directed by ATC.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



ADF or DME REQUIRED





REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-ILS 10R	3036/18 200 (200-½)			
S-LOC 10R	3200/24 364 (400-½)			3200/40 364 (400-¾)
SIDESTEP RWY 10L	3220-1 376 (400-1)		3220-1½ 376 (400-1½)	3220-2 376 (400-2)
CIRCLING	3440-1 569 (600-1)		3440-1½ 569 (600-1½)	3440-2 569 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

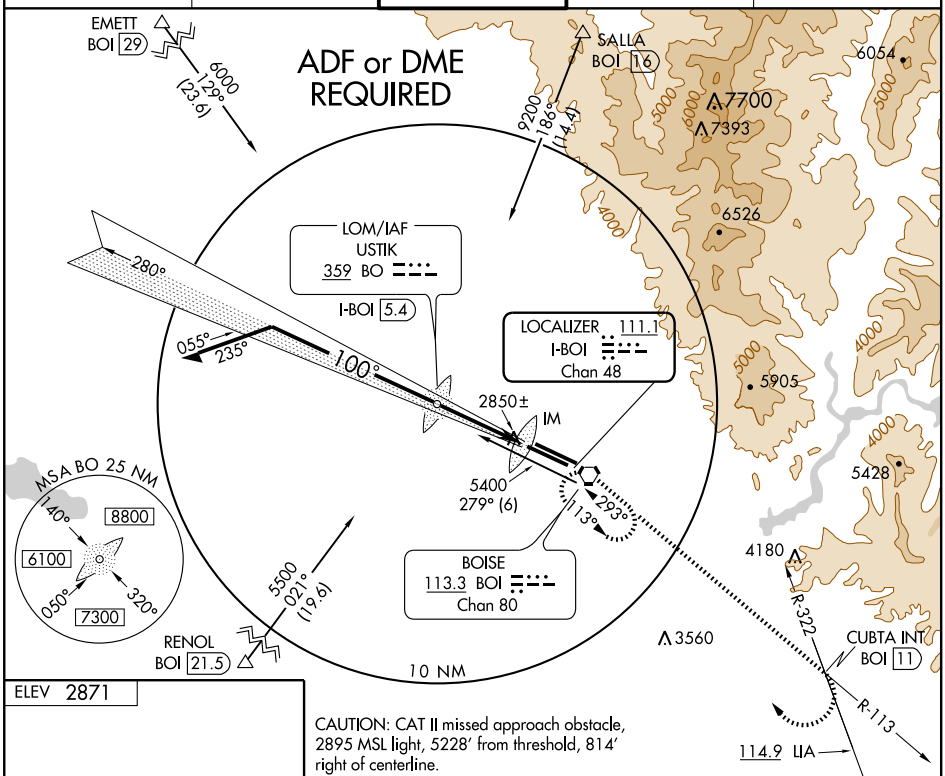
LOC/DME I-BOI	APP CRS	Rwy ldg	9763
111.1	100°	TDZE	2836
Chan 48		Apt Elev	2871

ILS RWY 10R (CAT II)
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

SSALR

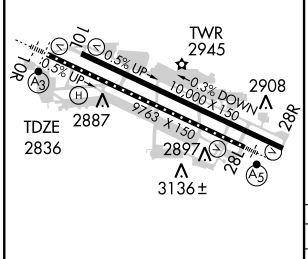
MISSED APPROACH: Climb to 6000 via BOI VORTAC R-113 to CUBTA INT/BOI 11 DME, and right turn direct BOI VORTAC and hold; or as directed by ATC.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



CAUTION: CAT II missed approach obstacle, 2895 MSL light, 5228′ from threshold, 814′ right of centerline.

ELEV 2871



Remain within 10 NM

USTIK LOM I-BOI 5.4 4600

6000 BOI R-113

CUBTA INT

BOI

280°

4400

100°

4028

Use I-BOI DME when on the localizer course.

DH RA 102

IM

GS 3.00° TCH 58

4100

2836 MSL

VGSI and ILS glidepath not coincident.

3.4 NM 1027′ 979′

CATEGORY	A	B	C	D
S-ILS 10R	RA 102/12 100 DA 2936			

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

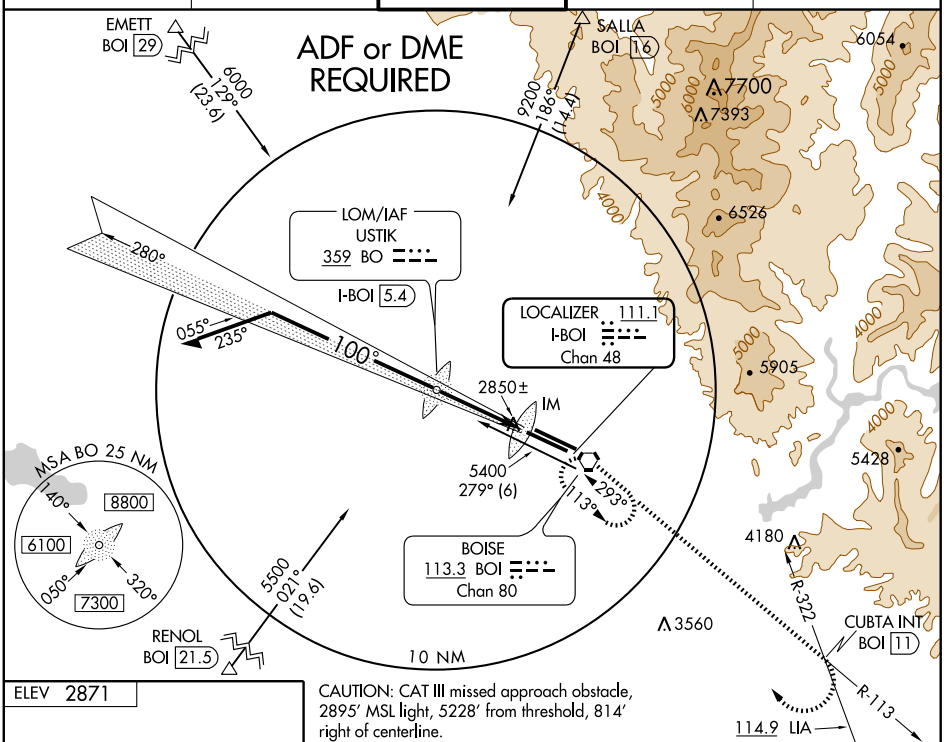
LOC/DME I-BOI	APP CRS	Rwy ldg	9763
111.1	100°	TDZE	2836
Chan 48		Apt Elev	2871

ILS RWY 10R (CAT III)
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

SSALR

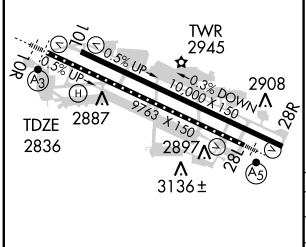
MISSED APPROACH: Climb to 6000 via BOI VORTAC R-113 to CUBTA INT/BOI 11 DME, and right turn direct BOI VORTAC and hold; or as directed by ATC.

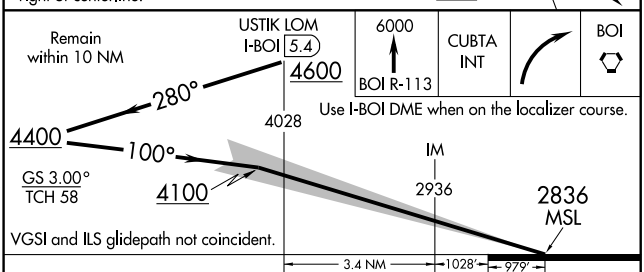
ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



ELEV 2871

CAUTION: CAT III missed approach obstacle, 2895′ MSL light, 5228′ from threshold, 814′ right of centerline.





CATEGORY	A	B	C	D
S-ILS 10R		CAT IIIa	RVR 07	
S-ILS 10R		CAT IIIb	RVR 06	
S-ILS 10R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BOI 111.1 Chan 48	APP CRS 280°	Rwy ldg 9763 TDZE 2858 Apt Elev 2871

LOC BC RWY 28L

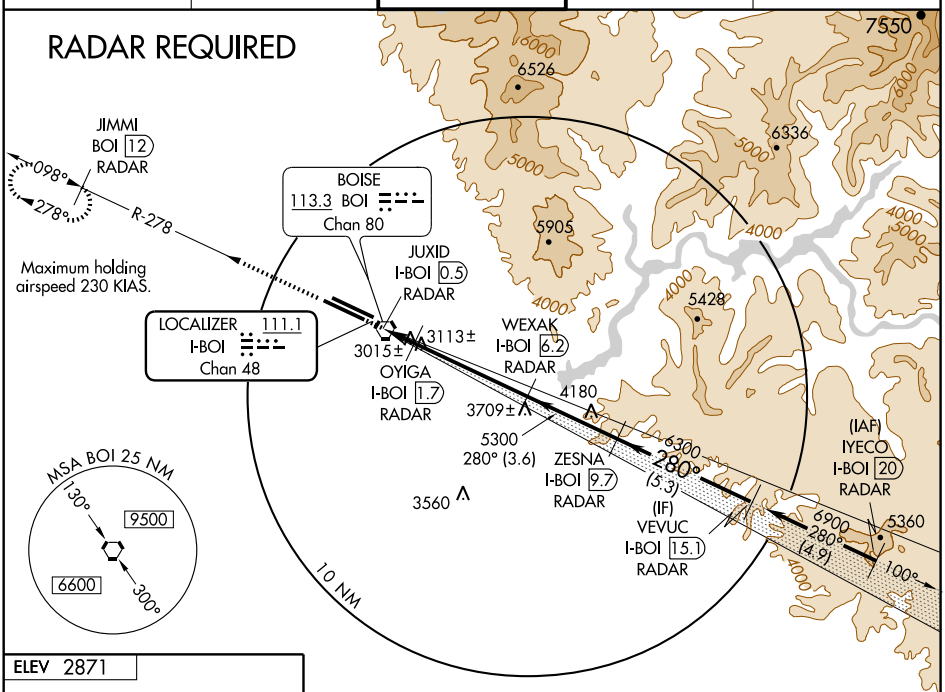
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

For inoperative MALSR, increase S-28L Cat. E visibility to 1½.
Circling NA north of Rwy 10L-28R.
DME or RADAR required.

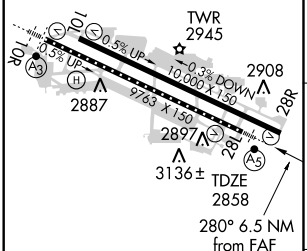
MALSR

MISSED APPROACH: Climb to 4500 via BOI VORTAC R-278 to JIMMI/12 DME/RADAR and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

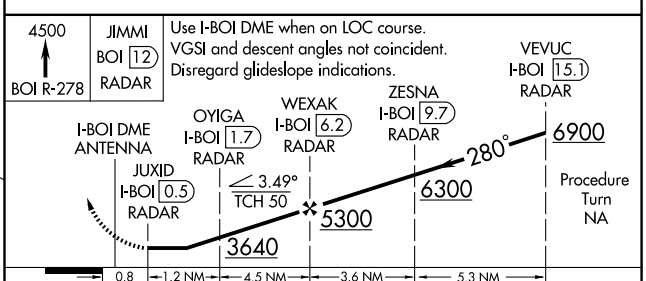


ELEV 2871



REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-28L	3300/24	442 (500-½)	3300/40 442 (500-¾)	3300/50	442 (500-1)
CIRCLING	3440-1	569 (600-1)	3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3860-3 989 (1000-3)

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

BO NDB 359	APP CRS 102°	Rwy ldg 9763 TDZE 2836 Apt Elev 2871

NDB RWY 10R
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

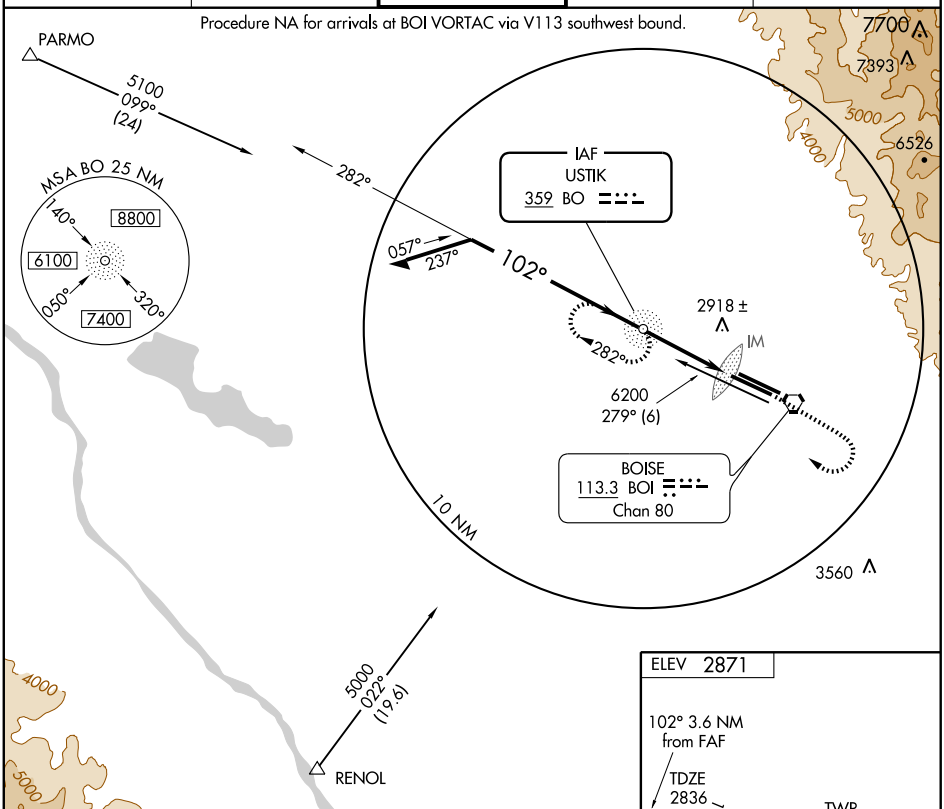
For inoperative MALSR, increase S-10R Cat C visibility to RVR 5000.
Circling NA north of Rwy 10L-28R.

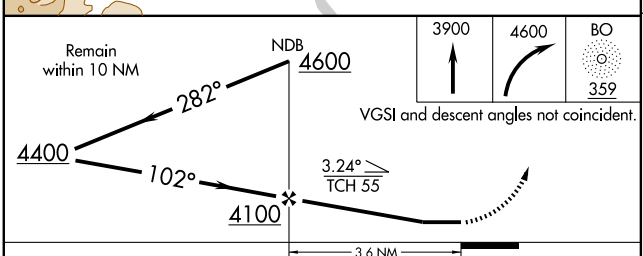
SSALR (A3)

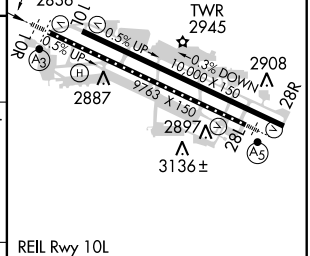
MISSED APPROACH: Climb to 3900 then climbing right turn to 4600 direct BO NDB and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

Procedure NA for arrivals at BOI VORTAC via V113 southwest bound.







REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

CATEGORY	A	B	C	D
S-10R	3220/40 384 (400-¾)			3220/50 384 (400-1)
CIRCLING	3300-1 429 (500-1)	3340-1 469 (500-1)	3340-1½ 469 (500-1½)	3440-2 569 (600-2)

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78102 W10A	APP CRS 100°	Rwy ldg 10000 TDZE 2844 Apt Elev 2871

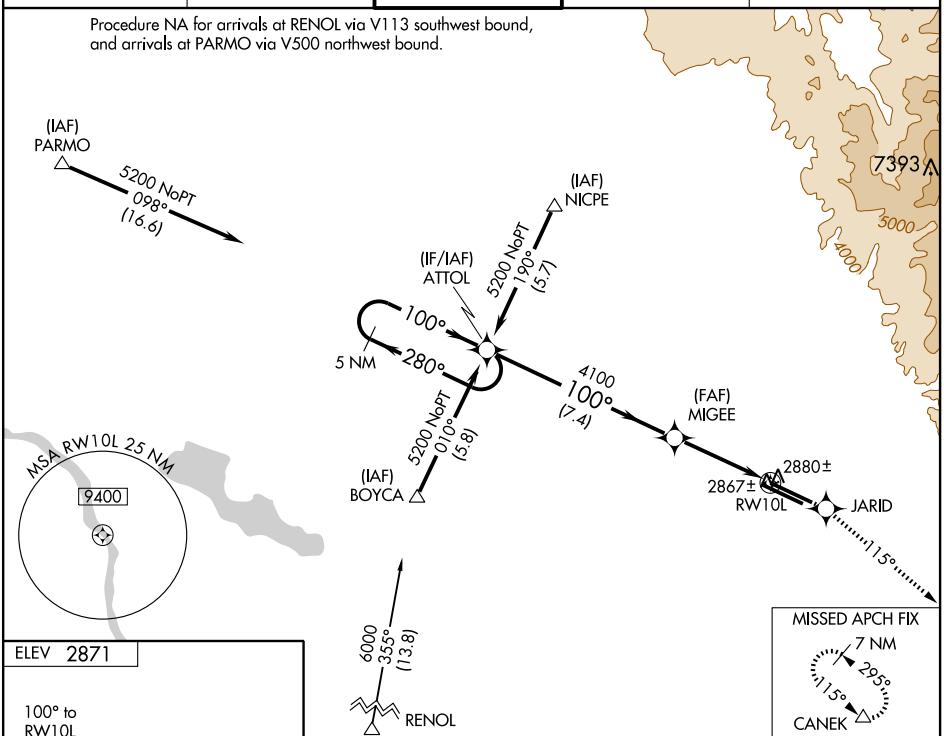
RNAV (GPS) Y RWY 10L
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

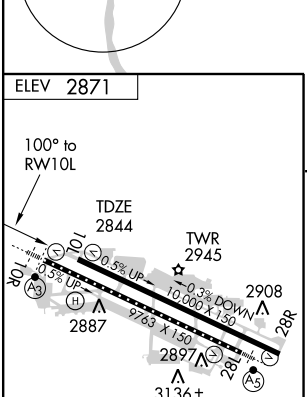
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (108°F).
Circling NA north of Rwys 10L and 28R. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

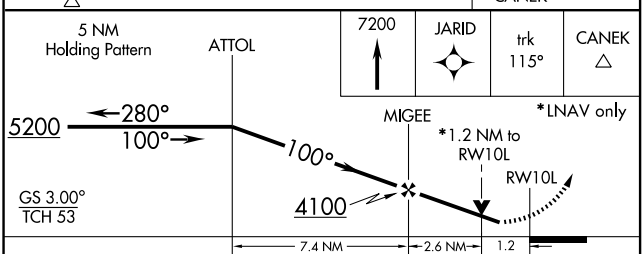
MISSED APPROACH: Climb to 7200 direct JARID and via track 115° to CANEK and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

Procedure NA for arrivals at RENOL via V113 southwest bound, and arrivals at PARMO via V500 northwest bound.







CATEGORY	A	B	C	D
LPV DA	3094-1 250 (300-1)			
LNAV/VNAV DA	3173-1¼ 329 (400-1¼)			
LNAV MDA	3280-1 436 (500-1)		3280-1¼ 436 (500-1¼)	3280-1½ 436 (500-1½)
CIRCLING	3440-1 569 (600-1)		3440-1½ 569 (600-1½)	3440-2 569 (600-2)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40203 W10B	APP CRS 100°	Rwy ldg 9763 TDZE 2836 Apt Elev 2871

RNAV (GPS) Y RWY 10R
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

For inoperative SSALR, increase LNAV Cat. D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (107°F).
Circling NA north of Rwys 10L and 28R.
DME/DME RNP- 0.3 NA.

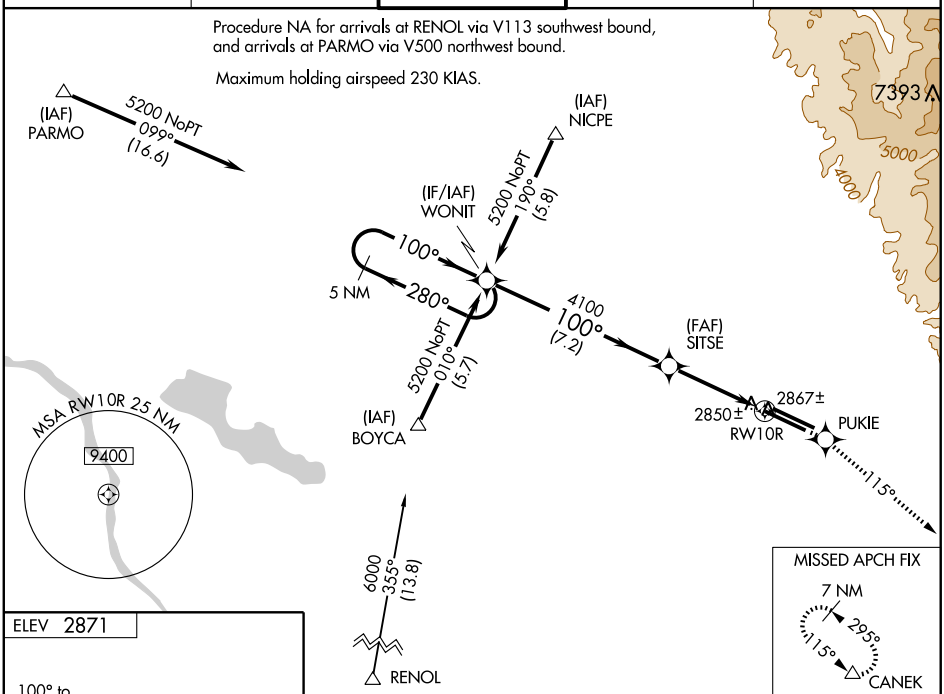
SSALR

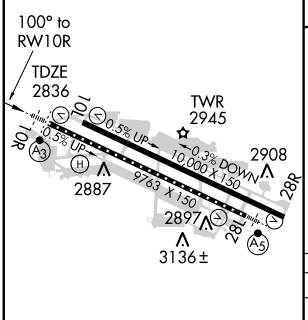
MISSED APPROACH: Climb to 7200 direct PUKIE and via track 115° to CANEK and hold.

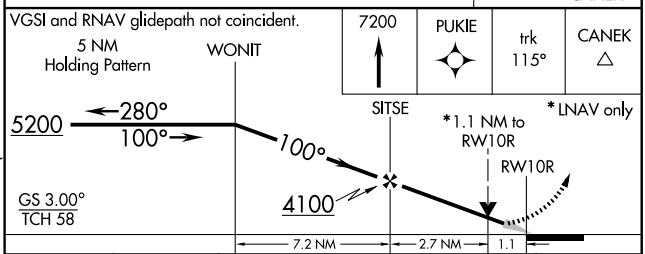
ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

Procedure NA for arrivals at RENOL via V113 southwest bound, and arrivals at PARMO via V500 northwest bound.

Maximum holding airspeed 230 KIAS.







CATEGORY	A	B	C	D	E
LPV DA	3086/24 250 (300-½)				
LNAV/VNAV DA	3189/40 353 (400-¾)				
LNAV MDA	3240/24 404 (400-½)		3240/40 404 (400-¾)	3240/50 404 (400-1)	
CIRCLING	3440-1 569 (600-1)		3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3860-3 989 (1000-3)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77702 W28A	APP CRS 280°	Rwy ldg 9763 TDZE 2858 Apt Elev 2871

RNAV (GPS) Y RWY 28L

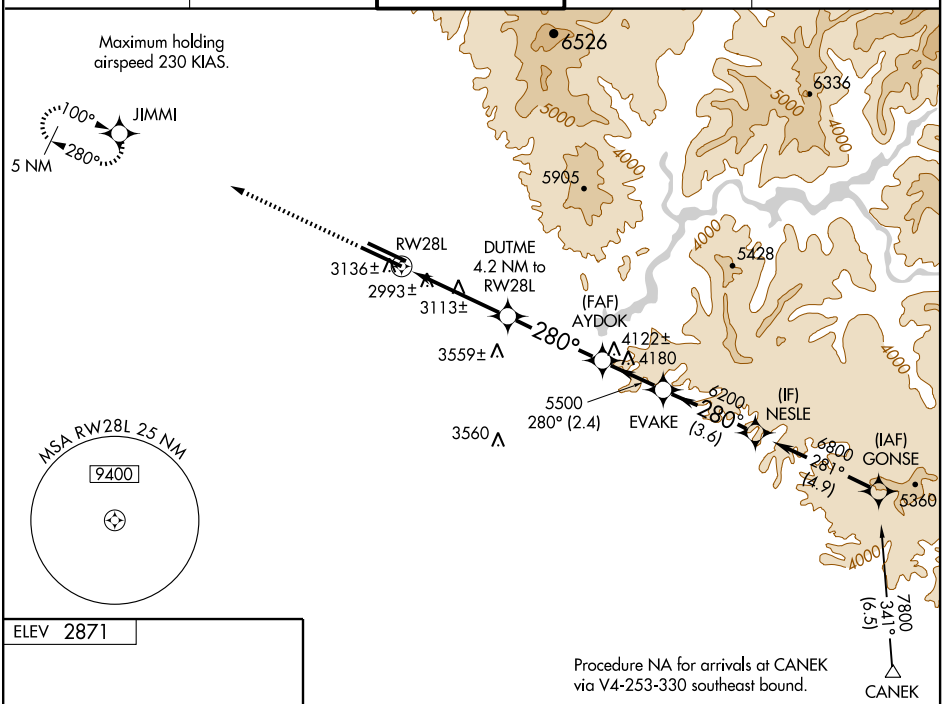
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

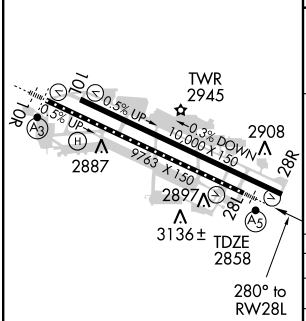
Circling NA north of Rwy 10L-28R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E to 1½, and LNAV Cat E to 2¼.

MALSR

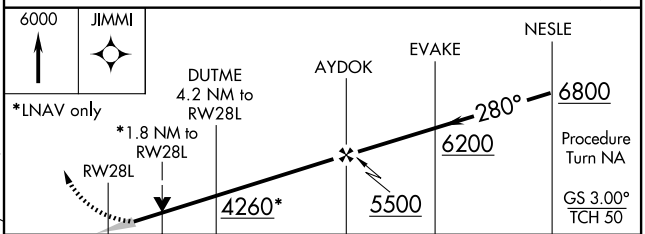
MISSED APPROACH: Climb to 6000 direct JIMMI and hold, continue climb-in-hold to 6000.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2





REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



CATEGORY	A	B	C	D	E
LPV DA	3183/24 325 (400-½)				
LNAV/VNAV DA	3274/50 416 (500-1)				
LNAV MDA	3480/24 622 (700-½)		3480/60 622 (700-1¼)	3480-1½ 622 (700-1½)	3480-1¾ 622 (700-1¾)
CIRCLING	3480-1 609 (700-1)		3480-1¾ 609 (700-1¾)	3480-2 609 (700-2)	3860-3 989 (1000-3)

NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65803 W28B	APP CRS 280°	Rwy ldg 10000 TDZE 2871 Apt Elev 2871

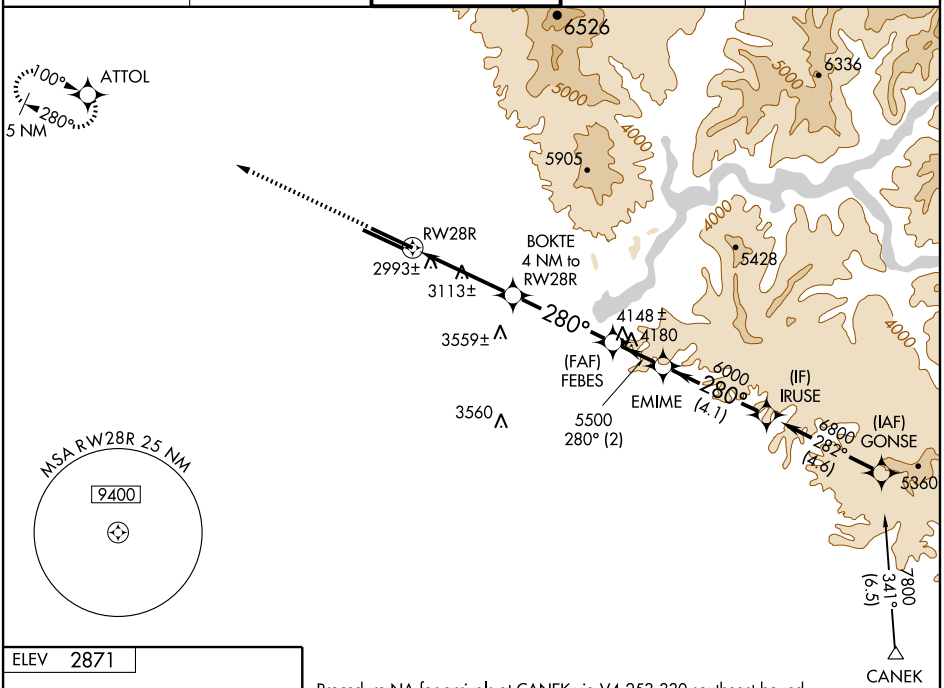
RNAV (GPS) Y RWY 28R

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

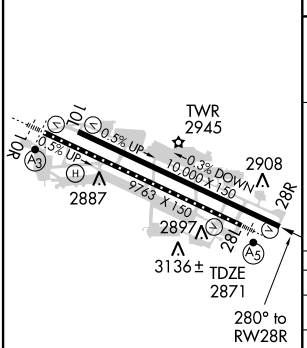
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F).
DME/DME RNP-0.3 NA. Circling NA north of Rwy 10L-28R.

MISSED APPROACH: Climb to 6000 direct ATTOL and hold, continue climb-in-hold to 6000.

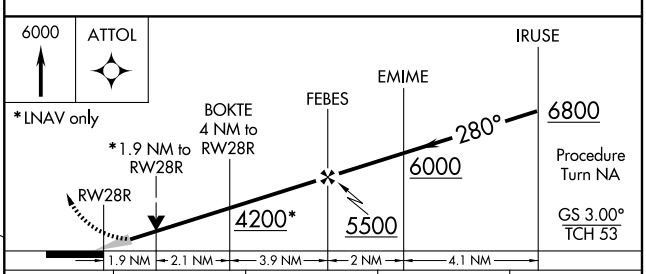
ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



Procedure NA for arrivals at CANEK via V4-253-330 southeast bound.



REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L



CATEGORY	A	B	C	D
LPV DA	3147/50 276 (300-1)			
LNAV/VNAV DA	3271-1½ 400 (400-1½)			
LNAV MDA	3520/50 649 (700-1)		3520-1¾ 649 (700-1¾)	3520-2 649 (700-2)
CIRCLING	3520-1 649 (700-1)		3520-1¾ 649 (700-1¾)	3520-2 649 (700-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

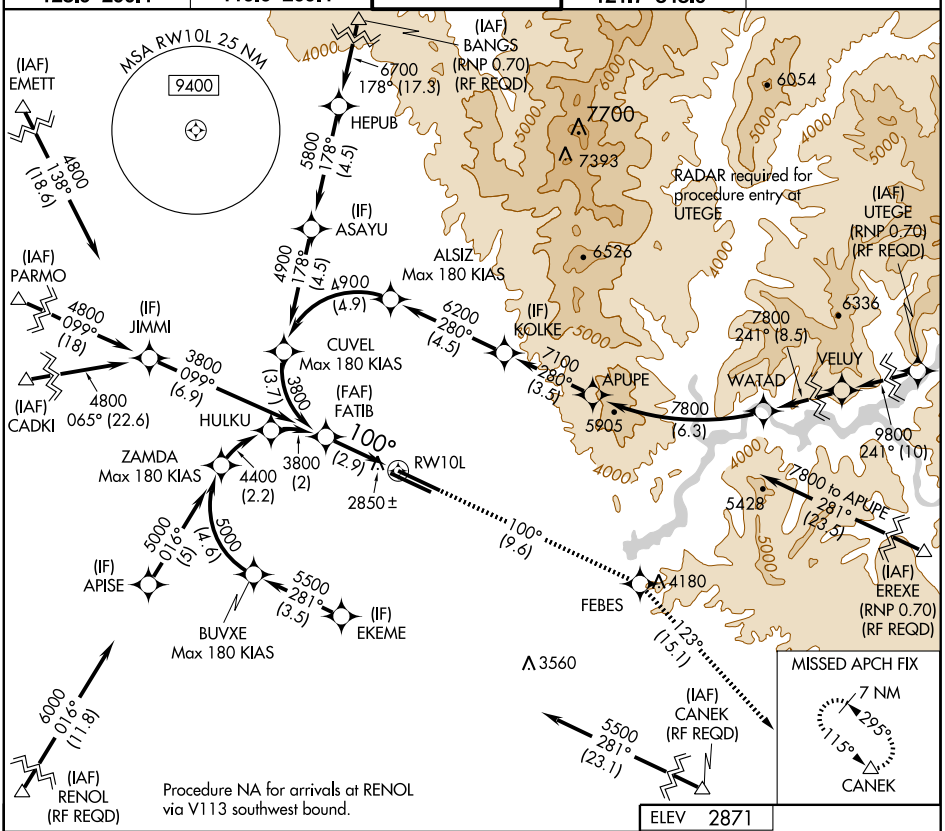
APP CRS	Rwy ldg	10000
100°	TDZE	2844
	Apt Elev	2871

RNAV (RNP) Z RWY 10L
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 41°C (107°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA.

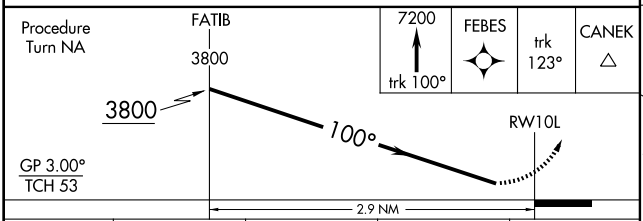
MISSED APPROACH: Climb to 7200 via track 100° to FEBES and via track 123° to CANEK and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2

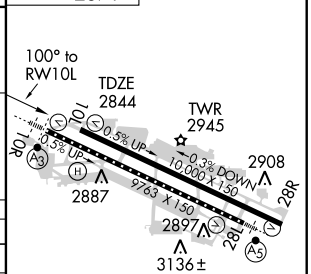


ELEV 2871

Procedure Turn NA



GP 3.00°
TCH 53



CATEGORY	A	B	C	D
RNP 0.18 DA	3145-1 301 (300-1)			
RNP 0.30 DA	3175-1¼ 331 (400-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	9763
100°	TDZE	2836
	Apt Elev	2871

RNAV (RNP) Z RWY 10R

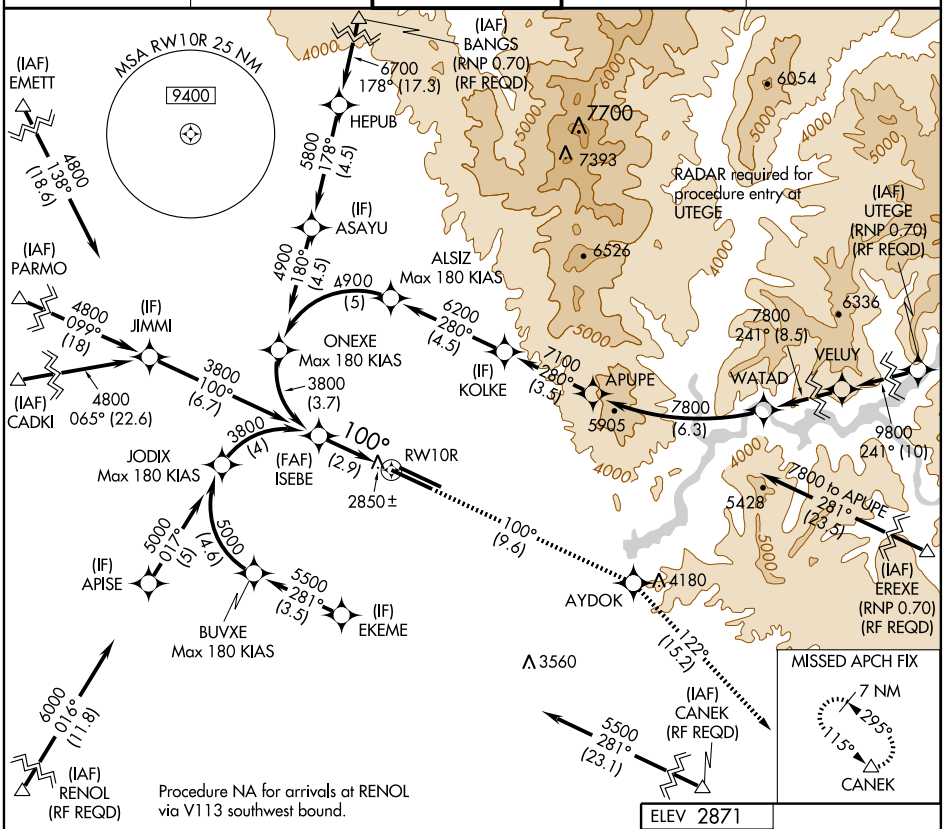
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 42°C (107°F). For inoperative SSALR increase RNP 0.15 and RNP 0.30 visibility all Cats to RVR 5000.

SSALR

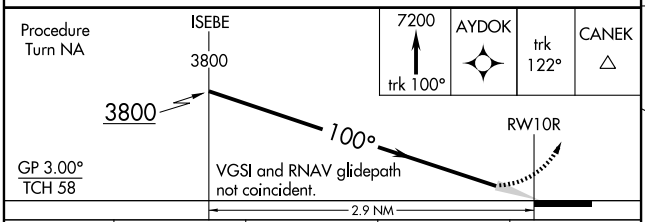
MISSED APPROACH: Climb to 7200 via track 100° to AYDOK and via track 122° to CANEK and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2



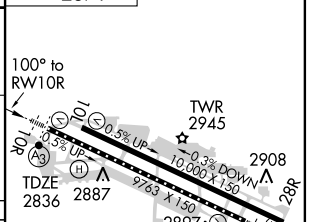
ELEV 2871

Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.15 DA	3115/24 279 (300-½)			
RNP 0.30 DA	3151/40 315 (300-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	9763
280°	TDZE	2858
	Apt Elev	2871

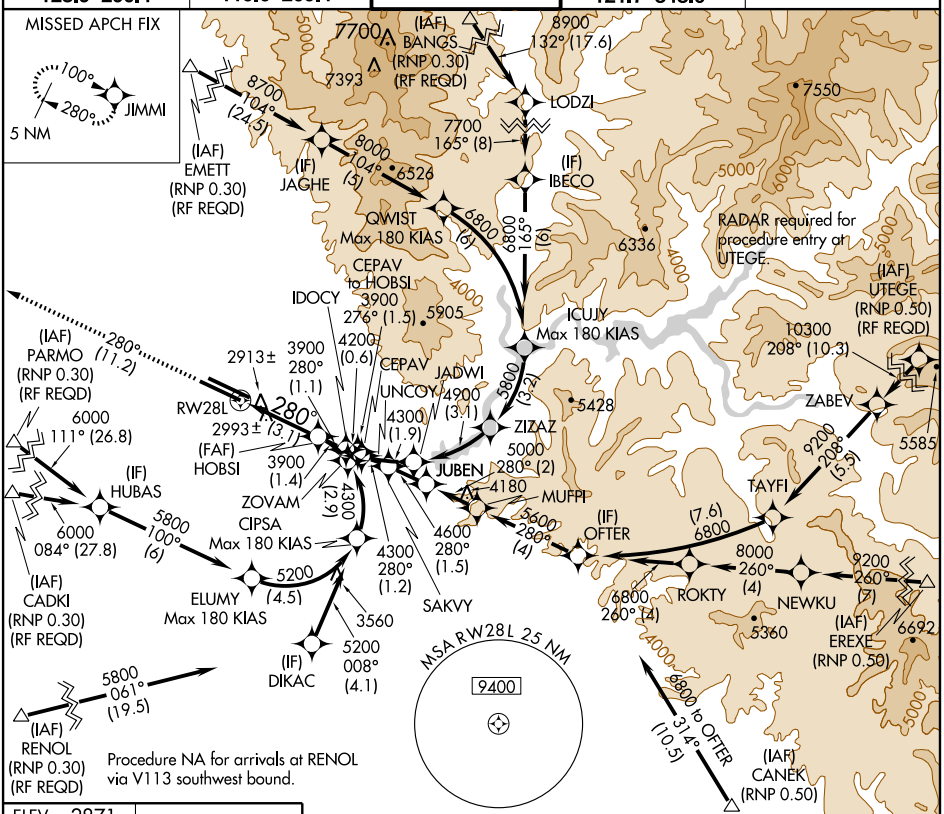
RNAV (RNP) Z RWY 28L
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

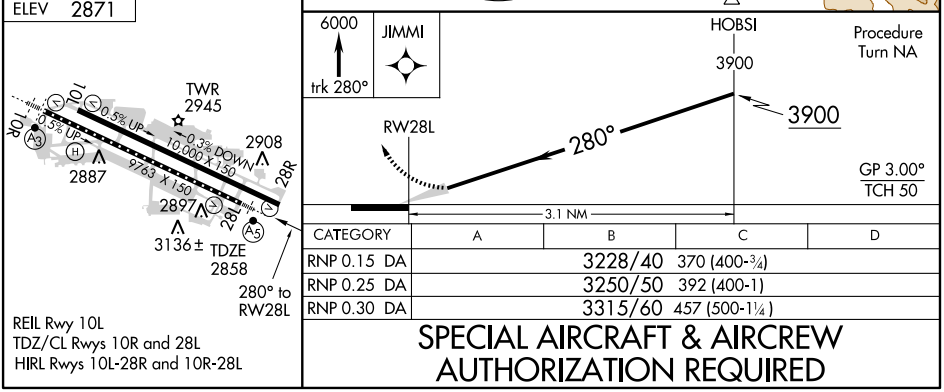
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 42°C (107°F). For inoperative MALSR increase RNP 0.15 and RNP 0.25 visibility to RVR 6000, and RNP 0.30 to 1½.

MALSR A5

MISSED APPROACH: Climb to 6000 via track 280° to JIMMI and hold, continue climb-in-hold to 6000.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2





CATEGORY	A	B	C	D
RNP 0.15 DA	3228/40	370 (400-¾)		
RNP 0.25 DA	3250/50	392 (400-1)		
RNP 0.30 DA	3315/60	457 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 21 OCT 2010 to 18 NOV 2010

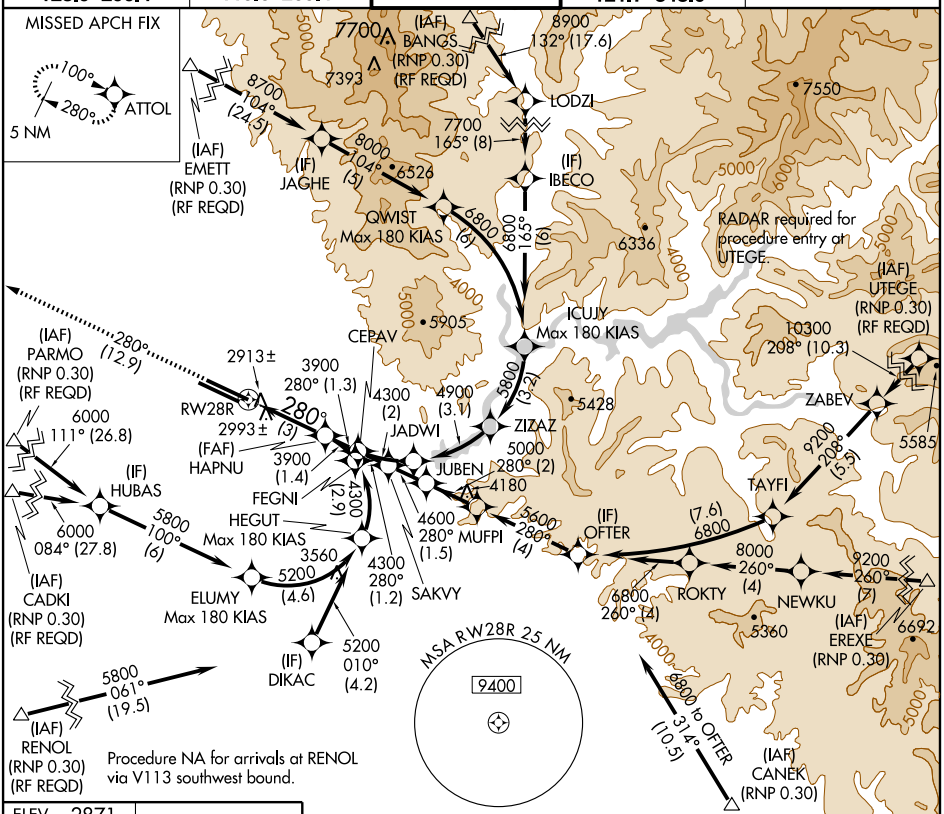
APP CRS	Rwy ldg	10000
280°	TDZE	2871
	Apt Elev	2871

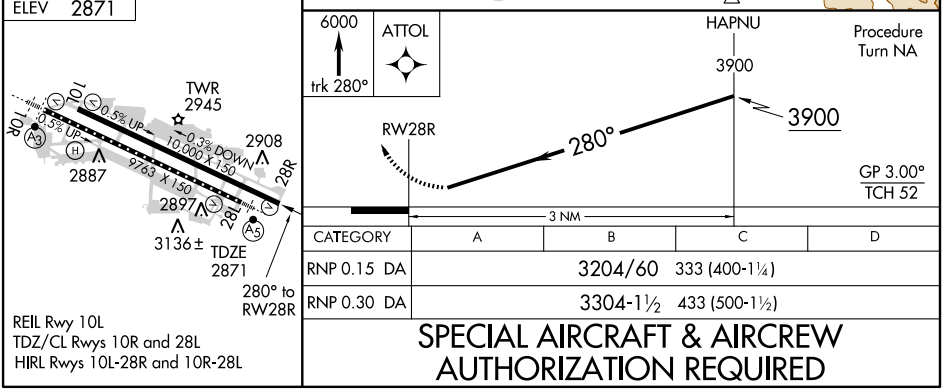
RNAV (RNP) Z RWY 28R
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 42°C (107°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6000 via track 280° to ATTOL and hold, continue climb-in-hold to 6000.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2





CATEGORY	A	B	C	D
RNP 0.15 DA	3204/60 333 (400-1¼)			
RNP 0.30 DA	3304-1½ 433 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BOI	APP CRS	Rwy ldg 10000
113.3	101°	TDZE 2844
Chan 80		Apt Elev 2871

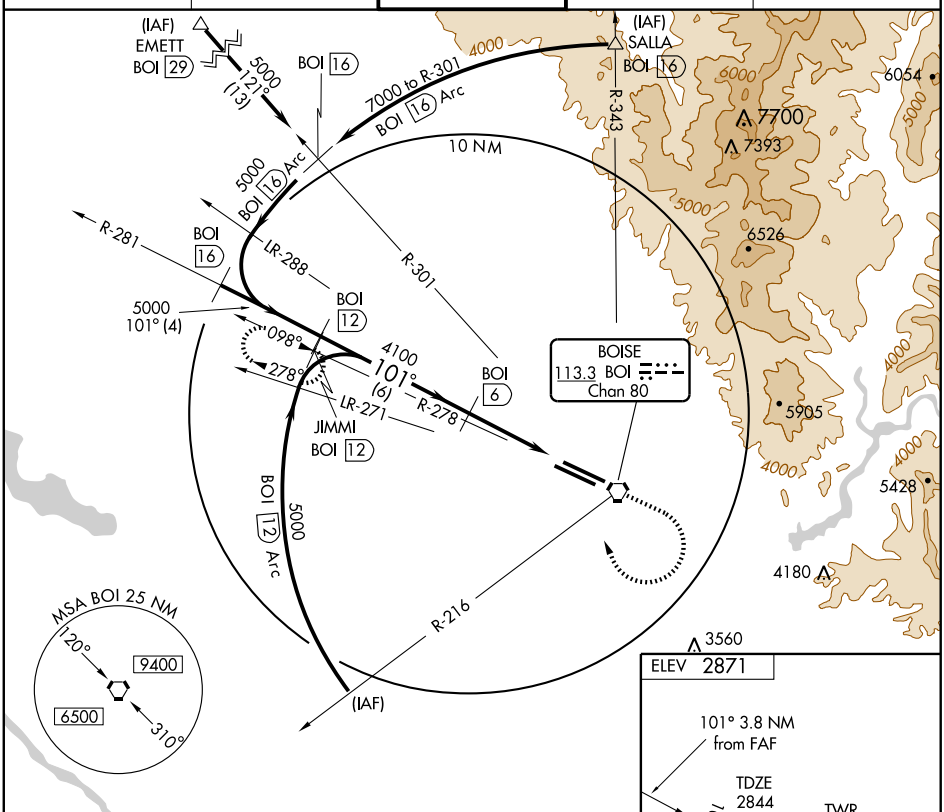
VOR/DME or TACAN RWY 10L

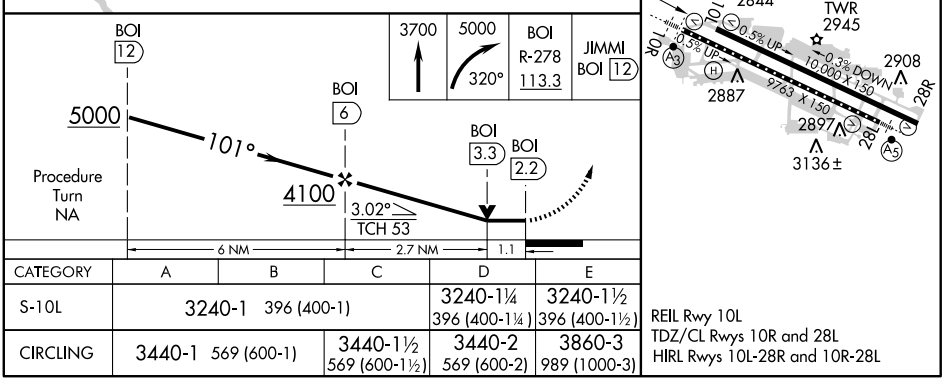
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

Circling not authorized north of Rwy 10L-28R.

MISSED APPROACH: Climb to 3700 then climbing right turn to 5000 via heading 320° and BOI R-278 to JIMMI INT and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2





CATEGORY	A	B	C	D	E
S-10L	3240-1 396 (400-1)			3240-1¼ 396 (400-1¼)	3240-1½ 396 (400-1½)
CIRCLING	3440-1 569 (600-1)		3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3860-3 989 (1000-3)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME or TACAN RWY 28L

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

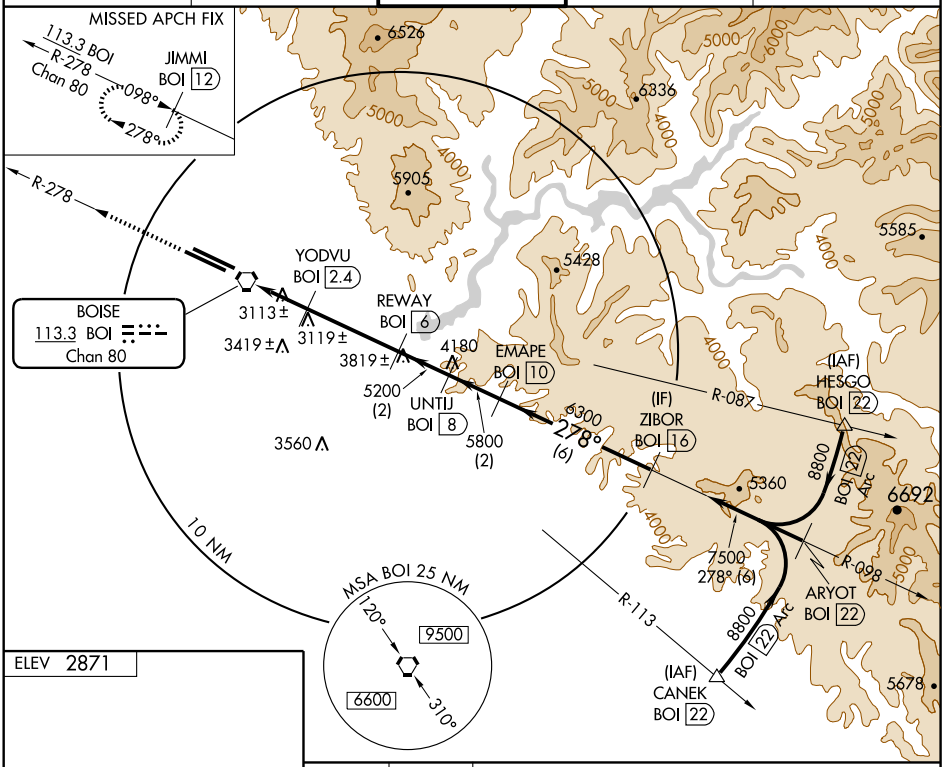
VORTAC BOI 113.3 Chan 80	APP CRS 278°	Rwy ldg 28L 9763 TDZE 2858 Apt Elev 2871	Rwy ldg 28R 10000 TDZE 2871 Apt Elev 2871

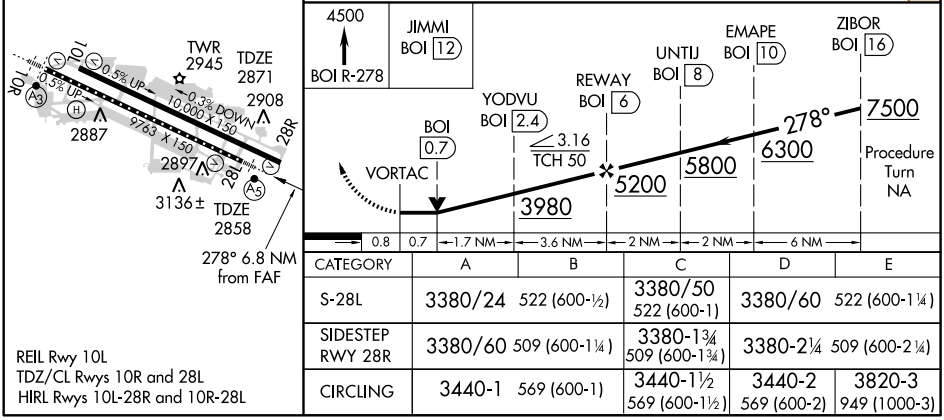
Circling NA north of Rwy 10L-28R.
For inoperative MALSR increase S-28L Cat E visibility ½ mile.

MALSR Rwy 28L (A5)

MISSED APPROACH: Climb to 4500 via BOI VORTAC R-278 to JIMMI/12 DME and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2





CATEGORY	A	B	C	D	E
S-28L	3380/24	522 (600-½)	3380/50 522 (600-1)	3380/60	522 (600-1¼)
SIDESTEP RWY 28R	3380/60	509 (600-1¼)	3380-1¾ 509 (600-1¾)	3380-2¼	509 (600-2¼)
CIRCLING	3440-1	569 (600-1)	3440-1½ 569 (600-1½)	3440-2 569 (600-2)	3820-3 949 (1000-3)

REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

NW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC BOI 113.3 Chan 80	APP CRS 098°	Rwy ldg 9763 TDZE 2833 Apt Elev 2868

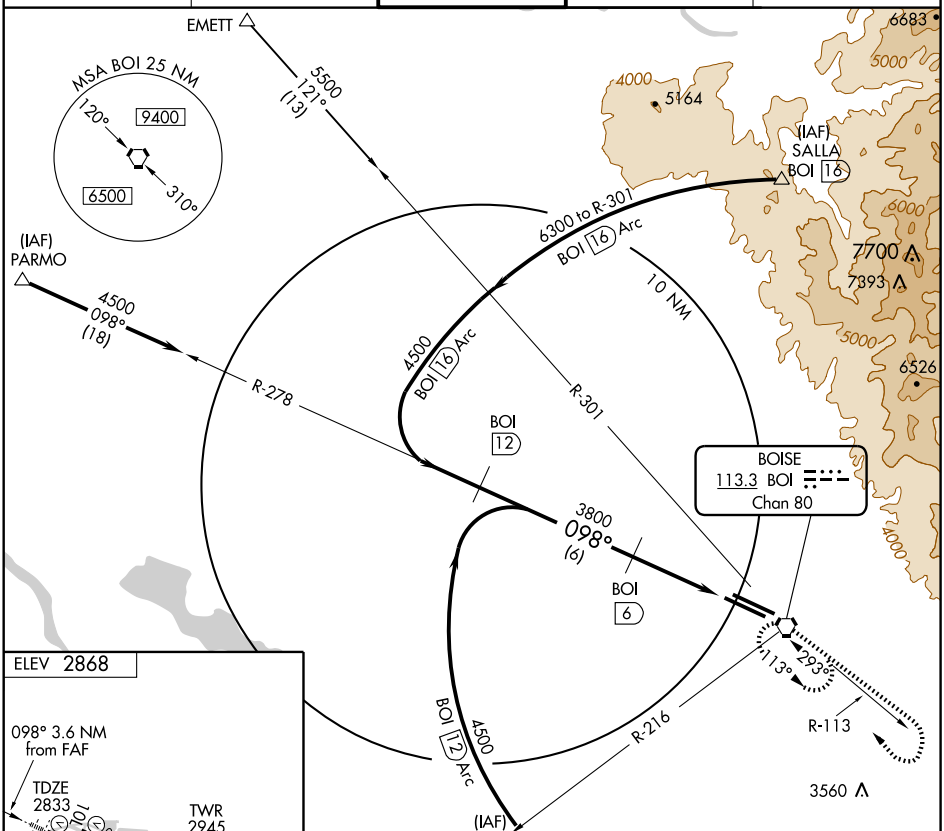
VOR/DME RWY 10R
BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

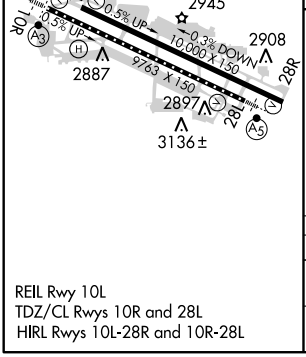
Inoperative table does not apply to Cat D.
Circling not authorized north of Rwy 10L-28R.

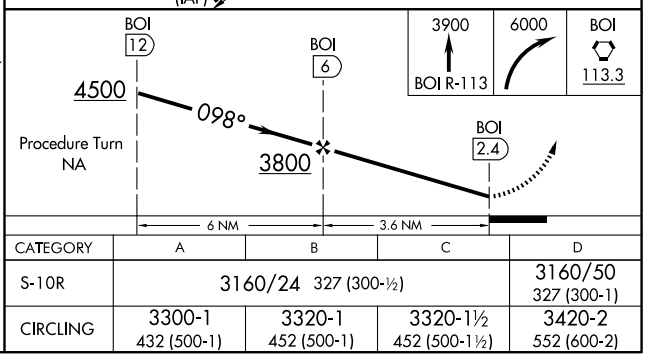
SSALR

MISSED APPROACH: Climb to 3900 via BOI R-113 within 6 NM, then climbing right turn to 6000 direct BOI VORTAC and hold.

ATIS	BOISE APP CON	BOISE TOWER	GND CON	CLNC DEL
123.9 290.4	119.6 269.4	118.1 257.8	121.7 348.6	125.9 323.2







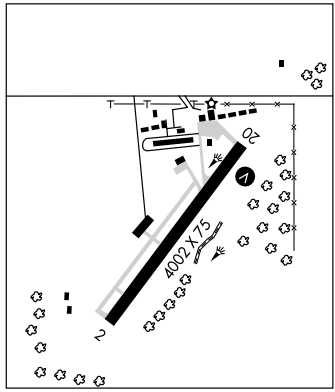
REIL Rwy 10L
TDZ/CL Rwys 10R and 28L
HIRL Rwys 10L-28R and 10R-28L

CATEGORY	A	B	C	D
S-10R	3160/24 327 (300-½)			3160/50 327 (300-1)
CIRCLING	3300-1 432 (500-1)	3320-1 452 (500-1)	3320-1½ 452 (500-1½)	3420-2 552 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

BONNERS FERRY

BOUNDARY CO (65S) 2 NE UTC−8(−7DT) N48°43.56′ W116°17.71′ **GREAT FALLS**
2337 B S3 **FUEL** 100LL, JET A NOTAM FILE BOI **L–13B**
RWY 02–20: H4002X75 (ASPH) S–25 MIRL **IAP**
RWY 20: VASI(V2L)—GA 4.0° TCH 31′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1600–0100Z‡, Sun 1600–2100Z‡. ACTIVATE MIRL Rwy 02–20, VASI Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
SEATTLE CENTER APP/DEP CON 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 47°27.42′ W115°38.76′ 321° 80.5 NM to fld. 6100/20E. **HIWAS.**

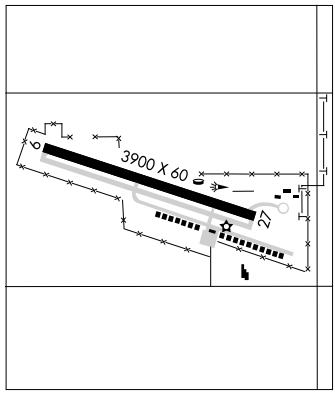


BOUNDARY CO (See BONNERS FERRY)

BROOKS SPB (See COEUR D'ALENE)

BRUCE MEADOWS (See STANLEY)

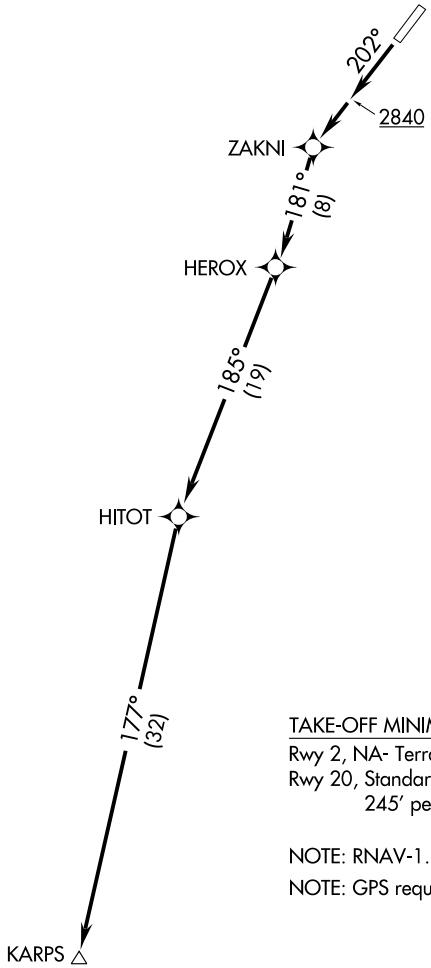
BUHL MUNI (UØ3) 2 W UTC−7(−6DT) N42°35.49′ W114°47.80′ **SALT LAKE CITY**
3660 B S4 **FUEL** 100LL, MOGAS NOTAM FILE BOI **L–11C**
RWY 09–27: H3900X60 (ASPH) S–12.5 LIRL
RWY 09: P–line. **RWY 27:** Hill.
AIRPORT REMARKS: Attended Tue–Sat 1530–0000Z‡. Phone 208–543–8539 for svc when arpt unattended. Limit acft on Twy B and Twy C to 50′ wingspan. ACTIVATE LIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ 278° 15.2 NM to fld. 4140/18E.



BURLEY N42°34.82′ W113°51.95′ NOTAM FILE BYI. **SALT LAKE CITY**
(L) VORW/DME 114.1 BYI Chan 88 100° 4.8 NM to Burley Muni. 4230/18E. **H–3D, L–11C**
VOR/DME unusable
120°–150° byd 30 NM blo 15,000′
210°–230° byd 10 NM blo 7,000′
210°–230° byd 23 NM blo 8,800′
210°–230° byd 29 NM blo 11,000′
210°–230° byd 34 NM blo 13,000′

KARPS ONE DEPARTURE (RNAV) (OBSTACLE)

SEATTLE CENTER
123.95 290.55
CTAF
123.0



TAKE-OFF MINIMUMS
Rwy 2, NA- Terrain.
Rwy 20, Standard with minimum climb of 245′ per NM to 5500.

NOTE: RNAV-1.

NOTE: GPS required.

TAKE-OFF OBSTACLES
Rwy 20: Trees beginning 741′ from DER, 129′ left of centerline, up to 70′ AGL/2417′ MSL.
Trees, cranes, bldg and terrain beginning 138′ from DER, 1′ right of centerline, up to 77′ AGL/2418′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb heading 202° to 2840′ then direct ZAKNI, then on depicted route to KARPS, cross KARPS at or above MEA for assigned route of flight.

NW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4002
008°	TDZE	2330
	Apt Elev	2337

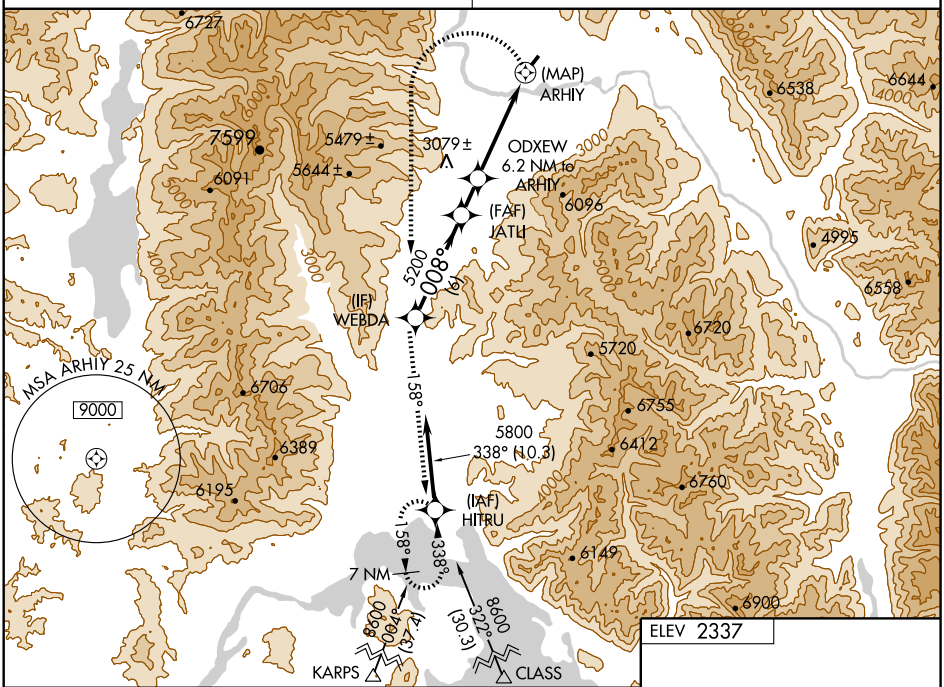
RNAV (GPS) RWY 2

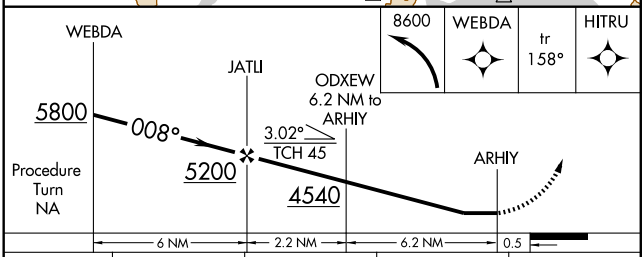
BONNERS FERRY/BOUNDARY COUNTY (65S)

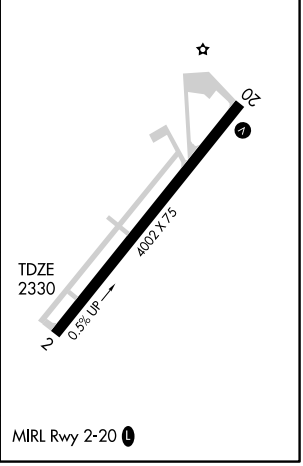
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
NA Obtain local altimeter setting on CTAF; when not received, procedure NA.
*Missed approach requires minimum climb of 400 feet per NM to 6600.
**Missed approach requires minimum climb of 300 feet per NM to 6400.

MISSED APPROACH: Climbing left turn to 8600 direct WEBDA and on track 158° to HITRU and hold, continue climb-in-hold to 8600. When authorized by ATC, continue climb-in-hold to MEA for route of flight.

SEATTLE CENTER	UNICOM
123.95 290.55	123.0 (CTAF) L



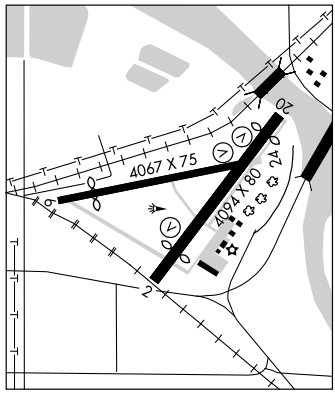




CATEGORY	A	B	C	D
LNAV MDA*	3260-1¼ 930 (1000-1¼)		3260-2¾ 930 (1000-2¾)	NA
LNAV MDA**	3880-1¼ 1550 (1600-1¼)	3880-1½ 1550 (1600-1½)	3880-3 1550 (1600-3)	NA
LNAV MDA	4480-1¼ 2150 (2200-1¼)	4480-1½ 2150 (2200-1½)	4480-3 2150 (2200-3)	NA
CIRCLING	4480-1¼ 2143 (2200-1¼)	4480-1½ 2143 (2200-1½)	4480-3 2143 (2200-3)	NA

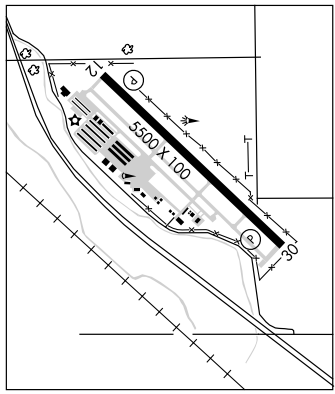
NW-1, 21 OCT 2010 to 18 NOV 2010

BURLEY MUNI (BYI) 1 NE UTC−7(−6DT) N42°32.56′ W113°46.29′ **SALT LAKE CITY**
4150 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE BYI **L–11C**
RWY 02–20: H4094X80 (ASPH) S–43, D–60 MIRL 0.3% up SW **IAP**
RWY 02: VASI(V4L)—GA 3.5° TCH 40′. Thld dsplcd 620′. Road.
RWY 20: REIL. VASI(V2R)—GA 3.0° TCH 24′. Thld dsplcd 300′. Trees.
RWY 06–24: H4067X75 (ASPH) S–23 MIRL
RWY 06: Thld dsplcd 410′. Railroad.
RWY 24: VASI(V2R)—GA 3.0° TCH 47′. Poles.
AIRPORT REMARKS: Attended May–Oct 1500–0000Z‡, Nov–Apr Mon–Fri 1500–0000Z‡, Nov–Apr Sat 1500–1900Z‡. Birds in vicinity of all rwys, especially apch end Rwy 20 and apch end Rwy 24. Agricultural activity on and invof all rwys Apr–Oct. Marked helipad on ramp in front of FBO building. ACTIVATE MIRL Rwy 02–20 and Rwy 06–24—CTAF. VASI Rwy 02, Rwy 20 and Rwy 24 opr continuously.
WEATHER DATA SOURCES: ASOS 135.575 (208) 677–3604.
COMMUNICATIONS: CTAF 122.9
CONNERS RCO 122.05 (BOISE RADIO)
TWIN FALLS APP/DEP CON 126.7 (1300–0400Z‡)
SALT LAKE CENTER APP/DEP CON 118.05 (0400–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.
(L) VORW/DME 114.1 BYI Chan 88 N42°34.82′ W113°51.95′ 100° 4.8 NM to fld. 4230/18E.



CABIN CREEK USFS (See BIG CREEK RANGER STATION)

CALDWELL INDUSTRIAL (EUL) 3 SE UTC−7(−6DT) N43°38.51′ W116°38.15′ **SALT LAKE CITY**
2432 B S4 **FUEL** 100LL, JET A NOTAM FILE EUL **H–1C, L–11B**
RWY 12–30: H5500X100 (ASPH) S–72, D–86, 2S–109 MIRL **IAP**
RWY 12: PAPI(P4L)—GA 3.0° TCH 42′. Road.
RWY 30: PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
AIRPORT REMARKS: Attended Mar–Oct 1500–0200Z‡, Nov–Feb 1500–0000Z‡. Parachute Jumping. + 363′ radio tower located 1.4 miles north of arpt. PAPI Rwy 12 and Rwy 30 opr continuously. MIRL Rwy 12–30 ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (208) 454–3953.
COMMUNICATIONS: CTAF/UNICOM 122.7
SQUAW BUTTE RCO 122.45 (BOISE RADIO)
Ⓡ **BOISE APP/DEP CON** 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 269° 20.1 NM to fld. 2876/17E.
MERIDIAN NDB (MHW) 238 MPA N43°36.20′ W116°32.34′ 283° 4.8 NM to fld.



CAMAS CO (See FAIRFIELD)

CAREY (U65) 0 E UTC−7(−6DT) N43°18.53′ W113°56.16′ **SALT LAKE CITY**
4783 NOTAM FILE BOI
RWY 07–25: 2650X170 (TURF)
RWY 07: Fence. **RWY 25:** Fence.
AIRPORT REMARKS: Unattended. Recommend land Rwy 25, tkf Rwy 07 when wind conditions permit. Be alert for sprinklers on rwy. Rwy 07–25 edges and thlds marked with concrete markers.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy ldg	3794
200°	TDZE	4149
	Apt Elev	4150

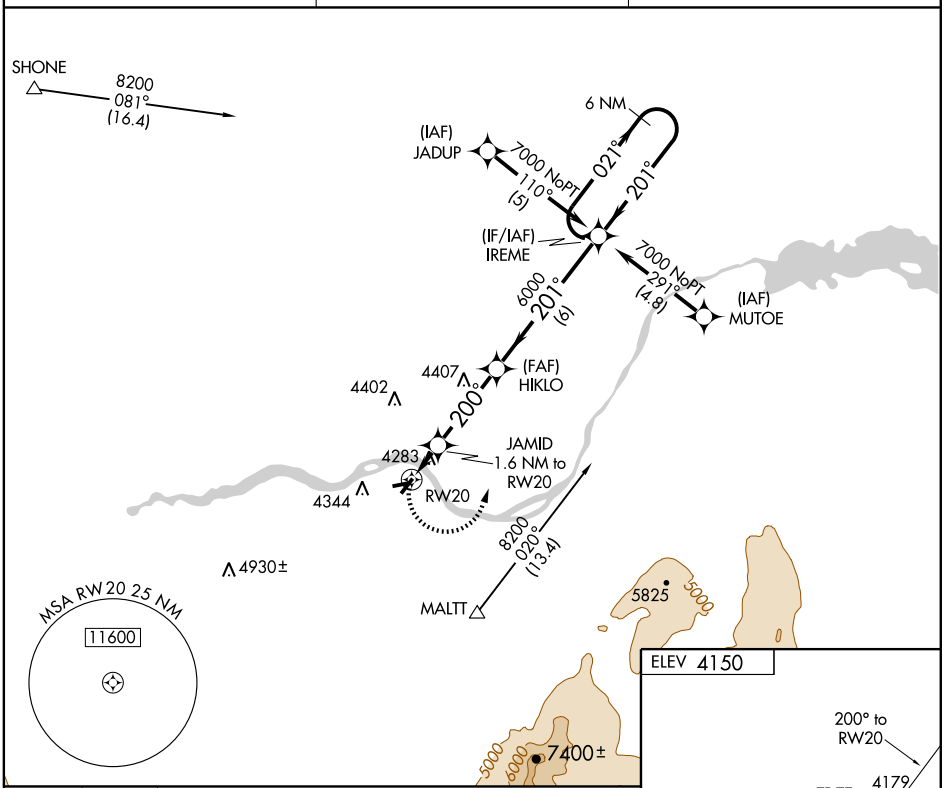
RNAV (GPS) RWY 20
BURLEY MUNI (BYI)

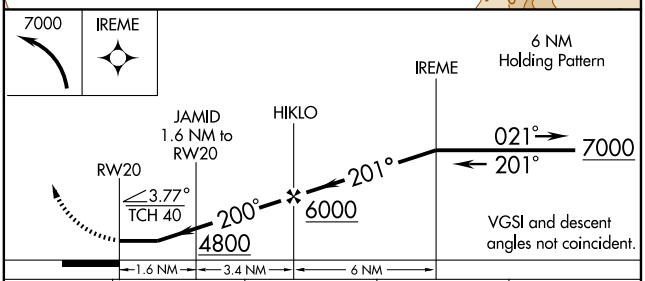
T
A NA

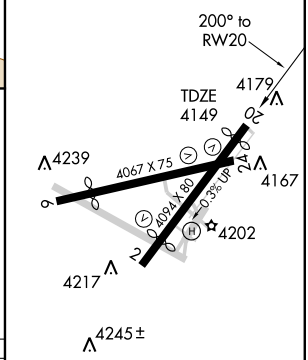
If local altimeter setting not received, use Joslin Field-Magic Valley Rgnl altimeter setting and increase all MDAs by 80 feet. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 7000 direct IREME WP and hold.

ASOS	TWIN FALLS APP CON★	CTAF
135.575	126.7 353.75	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	4560-1 411 (500-1)		4560-1¼ 411 (500-1¼)	NA
CIRCLING	4660-1 510 (600-1)		4660-1½ 510 (600-1½)	NA

REIL Rwy 20
MIRL Rwys 2-20 and 6-24 L

NW-1, 21 OCT 2010 to 18 NOV 2010

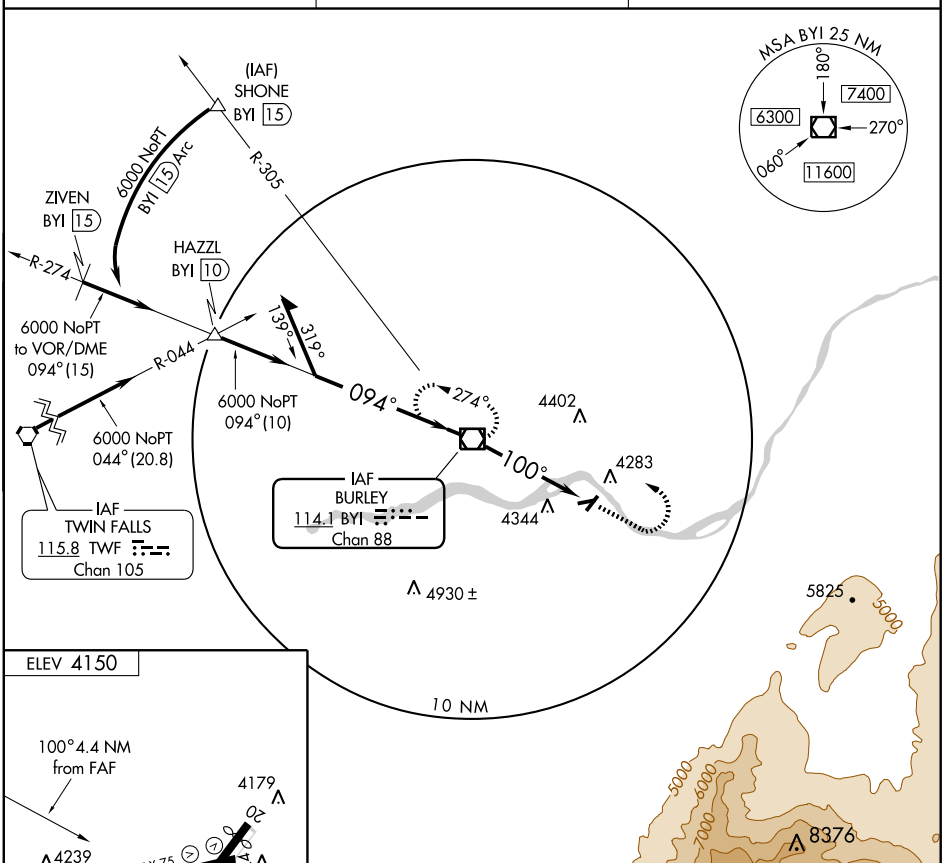
VOR/DME BYI 114.1 Chan 88	APP CRS 100°	Rwy ldg N/A TDZE N/A Apt Elev 4150

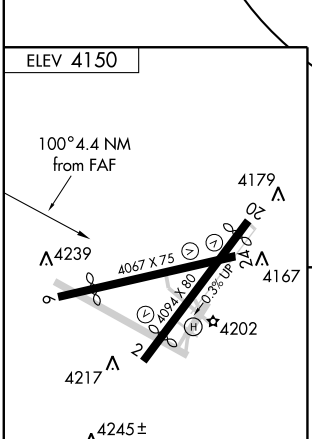
VOR-A
BURLEY MUNI (BYI)

If local altimeter setting not received, use Joslin Field-Magic Valley Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct BYI VOR/DME and hold.

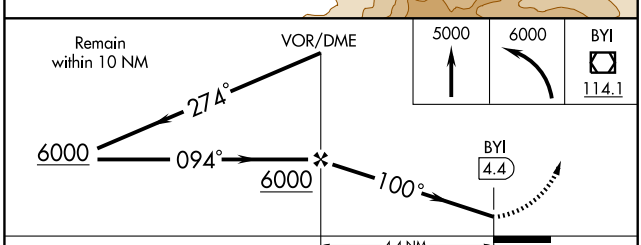
ASOS	TWIN FALLS APP CON ★	CTAF
135.575	126.7 353.75	122.9 L





REIL Rwy 20
MIRL Rwys 2-20 and 6-24 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
CIRCLING	4660-1 510 (600-1)		4660-1½ 510 (600-1½)	4700-2 550 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

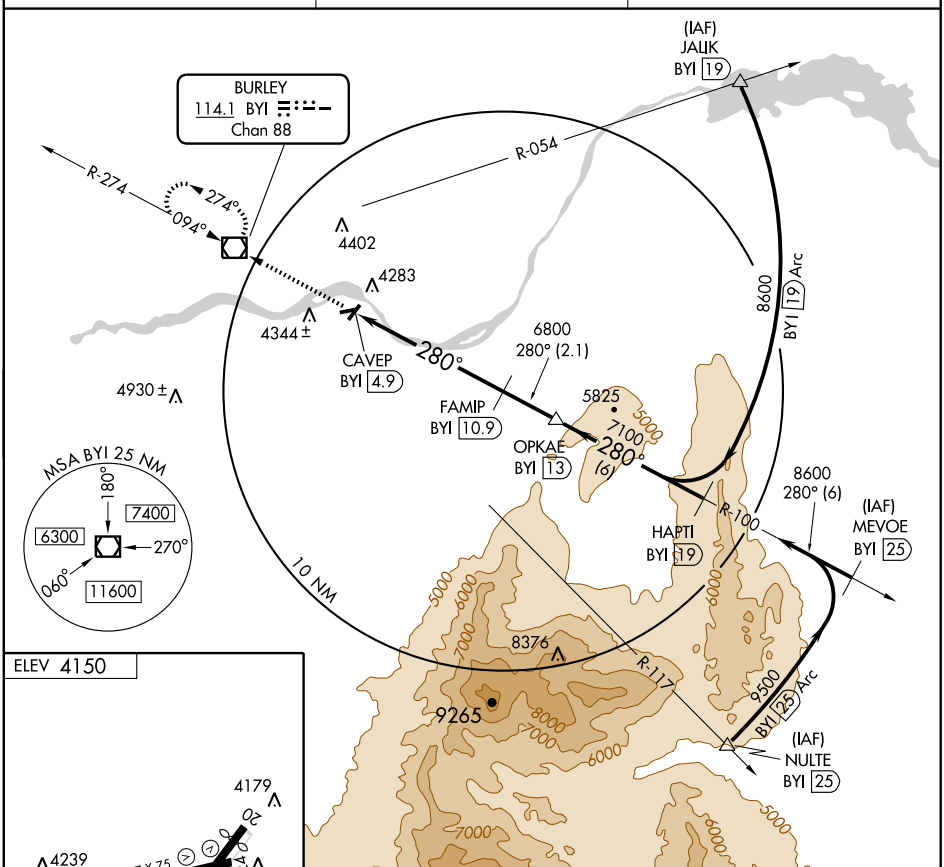
VOR/DME BYI 114.1 Chan 88	APP CRS 280°	Rwy ldg N/A TDZE N/A Apt Elev 4150

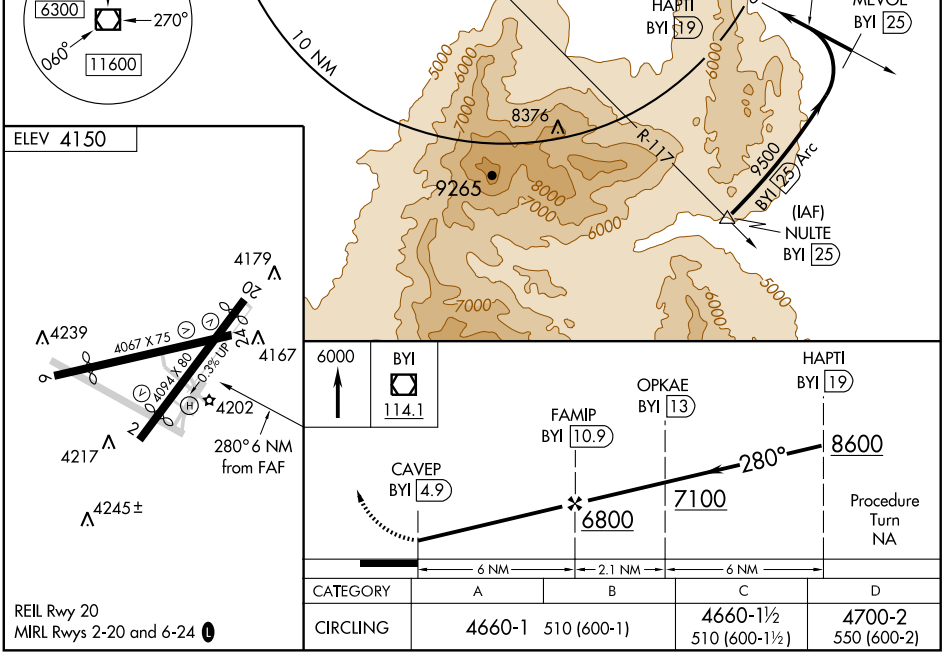
VOR/DME-B
BURLEY MUNI (BYI)

If local altimeter setting not received, use Joslin Field-Magic Valley Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 6000 direct BYI VOR/DME and hold.

ASOS	TWIN FALLS APP CON ★	CTAF
135.575	126.7 353.75	122.9 L



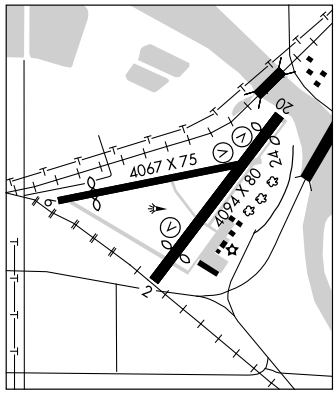


CATEGORY	A	B	C	D
CIRCLING	4660-1 510 (600-1)		4660-1½ 510 (600-1½)	4700-2 550 (600-2)

REIL Rwy 20
MIRL Rwys 2-20 and 6-24 L

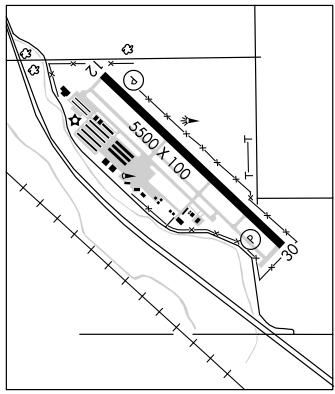
NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

BURLEY MUNI (BYI) 1 NE UTC−7(−6DT) N42°32.56′ W113°46.29′ **SALT LAKE CITY**
4150 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE BYI **L–11C**
RWY 02–20: H4094X80 (ASPH) S–43, D–60 MIRL 0.3% up SW **IAP**
RWY 02: VASI(V4L)—GA 3.5° TCH 40′. Thld dsplcd 620′. Road.
RWY 20: REIL. VASI(V2R)—GA 3.0° TCH 24′. Thld dsplcd 300′. Trees.
RWY 06–24: H4067X75 (ASPH) S–23 MIRL
RWY 06: Thld dsplcd 410′. Railroad.
RWY 24: VASI(V2R)—GA 3.0° TCH 47′. Poles.
AIRPORT REMARKS: Attended May–Oct 1500–0000Z‡, Nov–Apr Mon–Fri 1500–0000Z‡, Nov–Apr Sat 1500–1900Z‡. Birds in vicinity of all rwys, especially apch end Rwy 20 and apch end Rwy 24. Agricultural activity on and invof all rwys Apr–Oct. Marked helipad on ramp in front of FBO building. ACTIVATE MIRL Rwy 02–20 and Rwy 06–24—CTAF. VASI Rwy 02, Rwy 20 and Rwy 24 opr continuously.
WEATHER DATA SOURCES: ASOS 135.575 (208) 677–3604.
COMMUNICATIONS: CTAF 122.9
CONNERS RCO 122.05 (BOISE RADIO)
TWIN FALLS APP/DEP CON 126.7 (1300–0400Z‡)
SALT LAKE CENTER APP/DEP CON 118.05 (0400–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.
(L) VORW/DME 114.1 BYI Chan 88 N42°34.82′ W113°51.95′ 100° 4.8 NM to fld. 4230/18E.



CABIN CREEK USFS (See BIG CREEK RANGER STATION)

CALDWELL INDUSTRIAL (EUL) 3 SE UTC−7(−6DT) N43°38.51′ W116°38.15′ **SALT LAKE CITY**
2432 B S4 **FUEL** 100LL, JET A NOTAM FILE EUL **H–1C, L–11B**
RWY 12–30: H5500X100 (ASPH) S–72, D–86, 2S–109 MIRL **IAP**
RWY 12: PAPI(P4L)—GA 3.0° TCH 42′. Road.
RWY 30: PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
AIRPORT REMARKS: Attended Mar–Oct 1500–0200Z‡, Nov–Feb 1500–0000Z‡. Parachute Jumping. + 363′ radio tower located 1.4 miles north of arpt. PAPI Rwy 12 and Rwy 30 opr continuously. MIRL Rwy 12–30 ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (208) 454–3953.
COMMUNICATIONS: CTAF/UNICOM 122.7
SQUAW BUTTE RCO 122.45 (BOISE RADIO)
Ⓡ **BOISE APP/DEP CON** 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 269° 20.1 NM to fld. 2876/17E.
MERIDIAN NDB (MHW) 238 MPA N43°36.20′ W116°32.34′ 283° 4.8 NM to fld.



CAMAS CO (See FAIRFIELD)

CAREY (U65) 0 E UTC−7(−6DT) N43°18.53′ W113°56.16′ **SALT LAKE CITY**
4783 NOTAM FILE BOI
RWY 07–25: 2650X170 (TURF)
RWY 07: Fence. **RWY 25:** Fence.
AIRPORT REMARKS: Unattended. Recommend land Rwy 25, tkf Rwy 07 when wind conditions permit. Be alert for sprinklers on rwy. Rwy 07–25 edges and thlds marked with concrete markers.
COMMUNICATIONS: CTAF 122.9

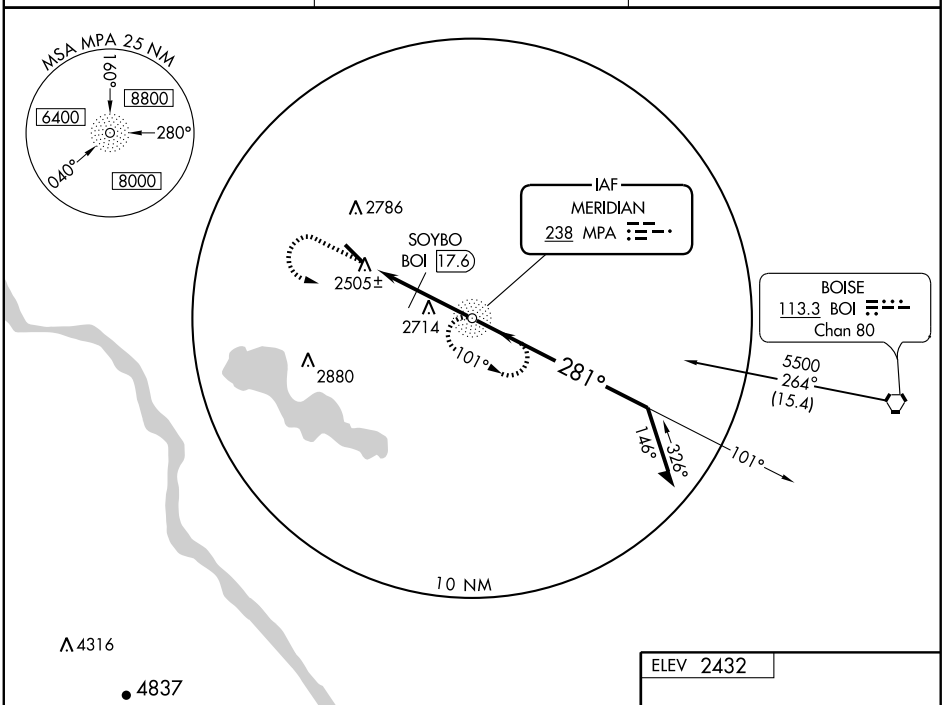
NDB MPA	APP CRS	Rwy ldg	5500
238	281°	TDZE	2432
		Apt Elev	2432

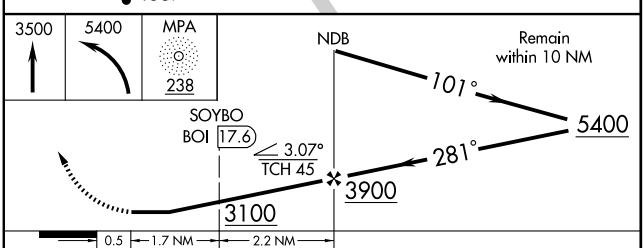
NDB RWY 30
CALDWELL INDUSTRIAL (EUL)

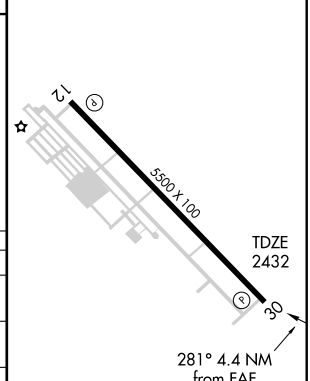
When local altimeter setting not received, use Boise altimeter setting and increase all MDA 120 feet and all visibilities ½ mile.

MISSED APPROACH: Climb to 3500 then climbing left turn to 5400 direct MPA NDB and hold, continue climb-in-hold to 5400.

AWOS-3	BOISE APP CON	UNICOM
135.075	119.6 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)
CIRCLING	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)
DME MINIMUMS				
S-30	2940-1 508 (600-1)		2940-1½ 508 (600-1½)	
CIRCLING	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NW-1, 21 OCT 2010 to 18 NOV 2010

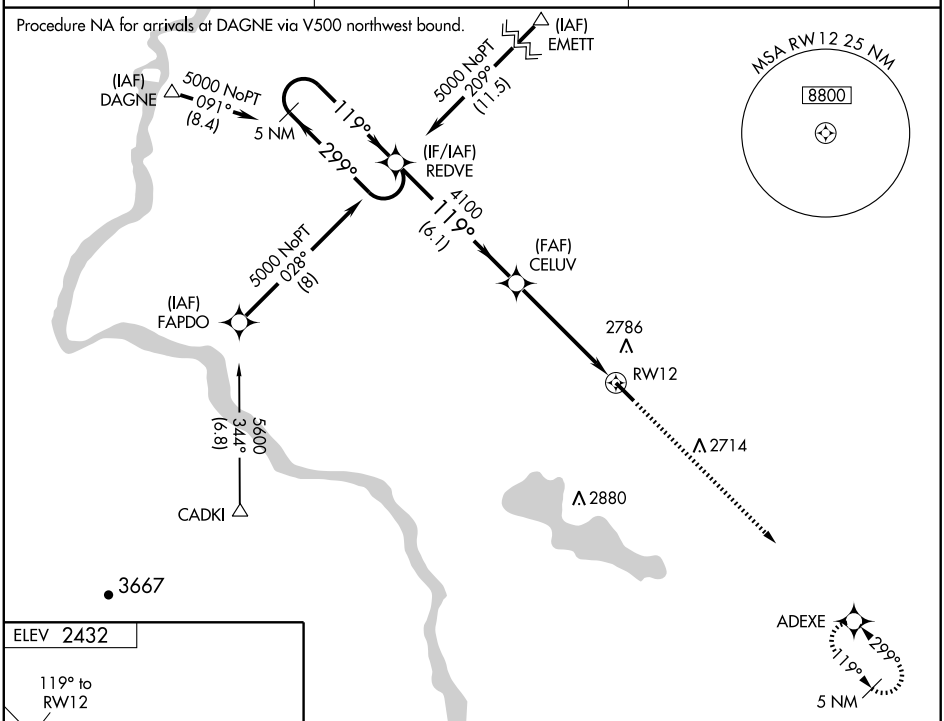
WAAS CH **97707** **W12A**	APP CRS **119°**	Rwy ldg **5500** TDZE **2431** Apt Elev **2432**

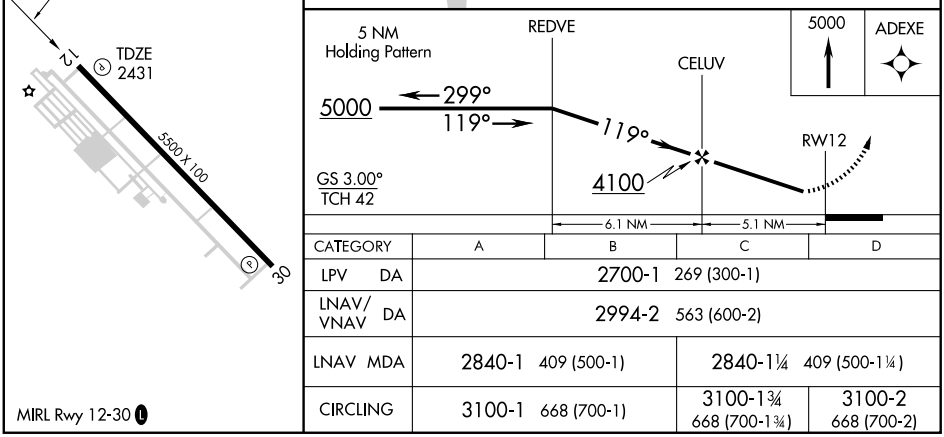
RNAV (GPS) RWY 12
CALDWELL INDUSTRIAL (EUL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities ½ mile.

MISSED APPROACH: Climb to 5000 direct ADEXE and hold.

AWOS-3	BOISE APP CON	UNICOM
135.075	**119.6 269.4**	**122.7** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2700-1 269 (300-1)			
LNAV/VNAV DA	2994-2 563 (600-2)			
LNAV MDA	2840-1 409 (500-1)		2840-1¼ 409 (500-1¼)	
CIRCLING	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

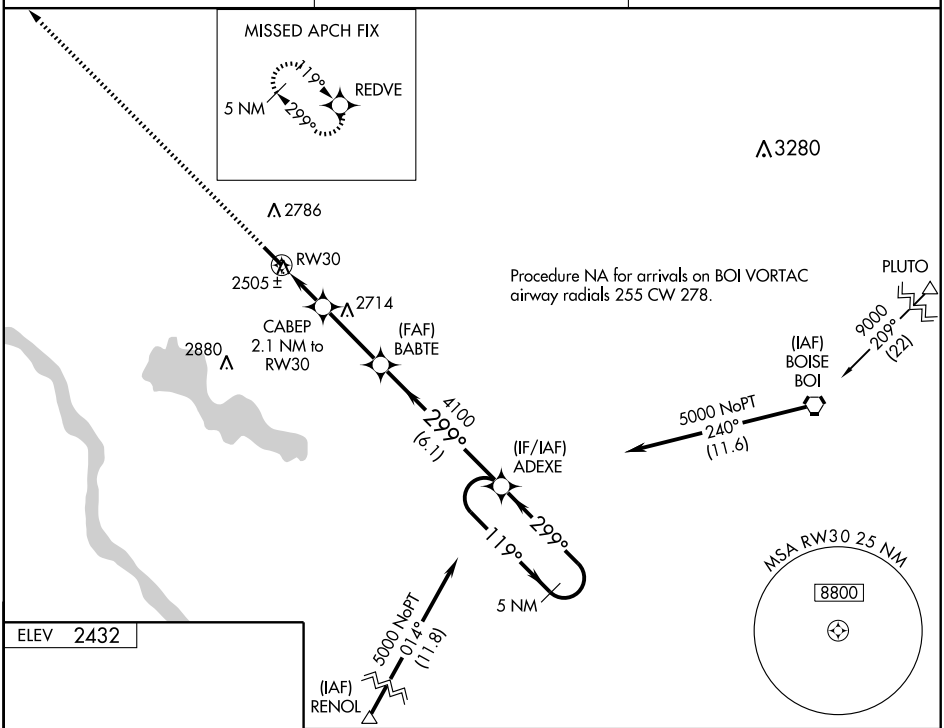
WAAS CH **73007** **W30A**	APP CRS **299°**	Rwy ldg **5500** TDZE **2432** Apt Elev **2432**

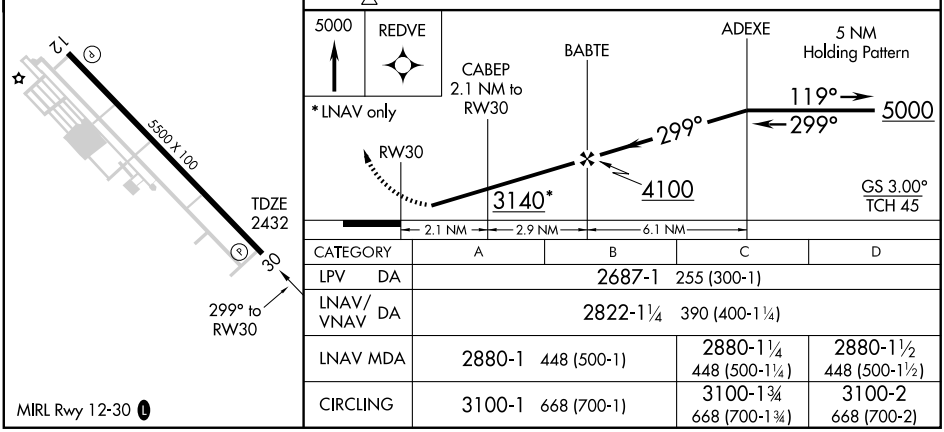
RNAV (GPS) RWY 30
CALDWELL INDUSTRIAL (EUL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Boise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). When local altimeter setting not received, use Boise altimeter setting and increase all DA/MDA 120 feet and all visibilities ½ mile.

MISSED APPROACH: Climb to 5000 direct REDVE and hold.

AWOS-3	BOISE APP CON	UNICOM
135.075	**119.6 269.4**	**122.7** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2687-1 255 (300-1)			
LNAV/VNAV DA	2822-1¼ 390 (400-1¼)			
LNAV MDA	2880-1 448 (500-1)		2880-1¼ 448 (500-1¼)	2880-1½ 448 (500-1½)
CIRCLING	3100-1 668 (700-1)		3100-1¾ 668 (700-1¾)	3100-2 668 (700-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

CHAMBERLAIN USFS (See CHAMBERLAIN GUARD STATION)

CHAMBERLAIN GUARD STATION

CHAMBERLAIN USFS (U79) 0 E UTC−7(−6DT) N45°22.74′ W115°11.81′ **GREAT FALLS**

5765 NOTAM FILE BOI

RWY 07–25: 4100X200 (TURF–DIRT)

RWY 07: Trees. **RWY 25:** Tree.

RWY 15–33: 2700X140 (TURF)

RWY 15: Hill. **RWY 33:** Trees.

AIRPORT REMARKS: Unattended. Rwy 07–25 W 500′ CLOSED indef. Rwy 07–25 rough sfc. Rwy 15–33 rough and uneven surface. No twy available. Arpt subject to temporary closure early spring due to soft rwys. Rwy 07–25 and Rwy 15–33 thlds marked and rwys outlined with yellow rocks. Rwy 15–33 has +2′ pipe and −2′ ditch across rwy North of rwy 07–25 intersection. No twy from rwy 15–33 to Campgrounds. Rwy 15 120′ timbered hill 1200′ on centerline. Extensive rodent activity on both rwys. No telephone avbl at arpt. Private Stone Breaker Arpt located 1 NM NE of Chamberlain USFS.

COMMUNICATIONS: CTAF 122.9

COEUR D'ALENE

BROOKS SPB (S76) 0 SW UTC−8(−7DT) N47°40.33′ W116°47.16′ **GREAT FALLS**

2125 **FUEL** 100LL NOTAM FILE BOI

WATERWAY 11–29: 15000X2000 (WATER)

WATERWAY 11: Rgt tfc.

WATERWAY 15–33: 15000X2000 (WATER)

WATERWAY 15: Rgt tfc.

SEAPLANE REMARKS: Attended Mar–Oct 1700–dusk. Heavy boat tfc and parasail activity on and in vicinity of seaplane base ldg area. Fly patterns over lake, do not overfly city. Helicopter ops in vicinity of Seaplane Base. Ultralight acft operate in vicinity of SPB landing area. Adjacent boat marina may have dock space avbl.

COMMUNICATIONS: CTAF 122.9

COEUR D'ALENE—PAPPY BOYINGTON FLD (COE) 9 NW UTC−8(−7DT)

N47°46.46′ W116°49.18′ **GREAT FALLS**

2320 B S4 **FUEL** 100, JET A OX 1, 2, 3, 4 Class IV, ARFF Index A NOTAM FILE COE **H–1C, L–13B**

RWY 05–23: H7400X100 (ASPH–GRVD) S–57, D–95, 2S–121, 2D–165 HIRL 0.6% up NE **IAP**

RWY 05: MALSR. PAPI(P4R)—GA 3.0° TCH 56′.

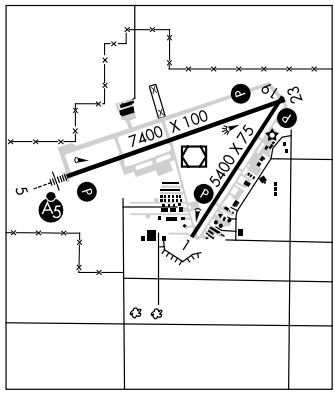
RWY 23: REIL. PAPI(P4R)—GA 3.0° TCH 50′.

RWY 01–19: H5400X75 (ASPH) S–50, D–83, 2S–105, 2D–150

MIRL 0.3% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Rgt tfc.

RWY 19: PAPI(P2L)—GA 3.0° TCH 41′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 01:	TORA–5400	TODA–5400	ASDA–5400	LDA–5400
RWY 05:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400
RWY 19:	TORA–5400	TODA–5400	ASDA–5400	LDA–5400
RWY 23:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400

AIRPORT REMARKS: Attended Mon–Fri 1500–0100Z‡. For after hrs fuel-self svc avbl or call 208–772–6404, 208–661–4174, 208–661–7449, 208–699–5433. Self svc fuel avbl with credit card. 48 hr PPR for unscheduled ops with more than 30 passenger seats call arpt manager 208–446–1860. Migratory birds on and invof arpt Oct–Nov. Remote cntl airstrip is 2.3 miles west AER 05. Arpt conditions avbl on AWOS. Rwy 05 NSTD MALSR, thld bar extends 5′ byd rwy edge lgts each side. ACTIVATE MIRL Rwy 01–19, HIRL Rwy 05–23, REIL Rwy 01 and Rwy 23, MALSR Rwy 05 and PAPI Rwy 01, Rwy 19, Rwy 05, and Rwy 23—CTAF. REIL Rwy 23 opr only when HIRL on high ints.

WEATHER DATA SOURCES: AWOS–3 135.075 (208) 772–8215.

HIWAS 108.8 COE.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.05 (BOISE RADIO)

Ⓡ **SPOKANE APP/DEP CON** 132.1

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE COE.

(T) VORW/DME 108.8 COE Chan 25 N47°46.42′ W116°49.24′ at fld. 2290/19E. **HIWAS.**

DME portion unusable:

220°–240° byd 15 NM 280°–315° byd 15 NM blo 11,000′.

POST FALLS NDB (MHW) 347 LEN N47°44.57′ W116°57.66′ 053° 6.0 NM to fld.

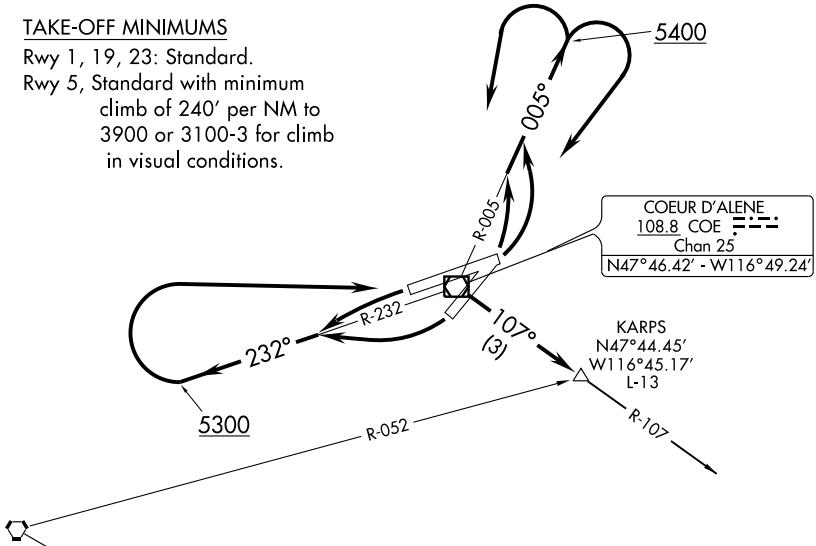
ILS 110.7 I–COE Rwy 05 Class ID. Post Falls NDB. Localizer unusable 25° left and right of course.

COEUR D'ALENE ONE DEPARTURE (OBSTACLE)

AWOS-3 135.075
SPOKANE DEP CON
132.1 263.0
UNICOM (CTAF) 122.8

TAKE-OFF MINIMUMS

Rwy 1, 19, 23: Standard.
Rwy 5, Standard with minimum climb of 240' per NM to 3900 or 3100-3 for climb in visual conditions.



TAKE-OFF OBSTACLE NOTES

Rwy 19, Trees beginning 165' from DER, 276' right of centerline, up to 109' AGL/2399' MSL.
Tree 2914' from DER, 425' left of centerline, 38' AGL/2383' MSL.
Rwy 5, Poles beginning 895' from DER, 690' right of centerline, up to 44' AGL/2354' MSL.
Trees beginning 1149' from DER, 720' right of centerline, up to 103' AGL/2563' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climbing left turn to 5400 via COE R-005, then left or right turn direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight.
TAKE-OFF RUNWAY 5: Climbing left turn to 5400 via COE R-005, then left or right turn direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight or climb visual conditions to cross Coeur D'Alene-Pappy Boyington Field Airport at or above 5300 before proceeding on course.
TAKE-OFF RUNWAY 19: Climbing right turn, thence....
TAKE-OFF RUNWAY 23: Climbing left turn, thence....

....climb on COE R-232 to 5300, then right direct COE VOR/DME, then via COE R-107 to KARPS INT to MEA for route of flight.

NW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-COE	APP CRS	Rwy ldg	7400
110.7	051°	TDZE	2290
		Apt Elev	2320

ILS or LOC/DME RWY 5

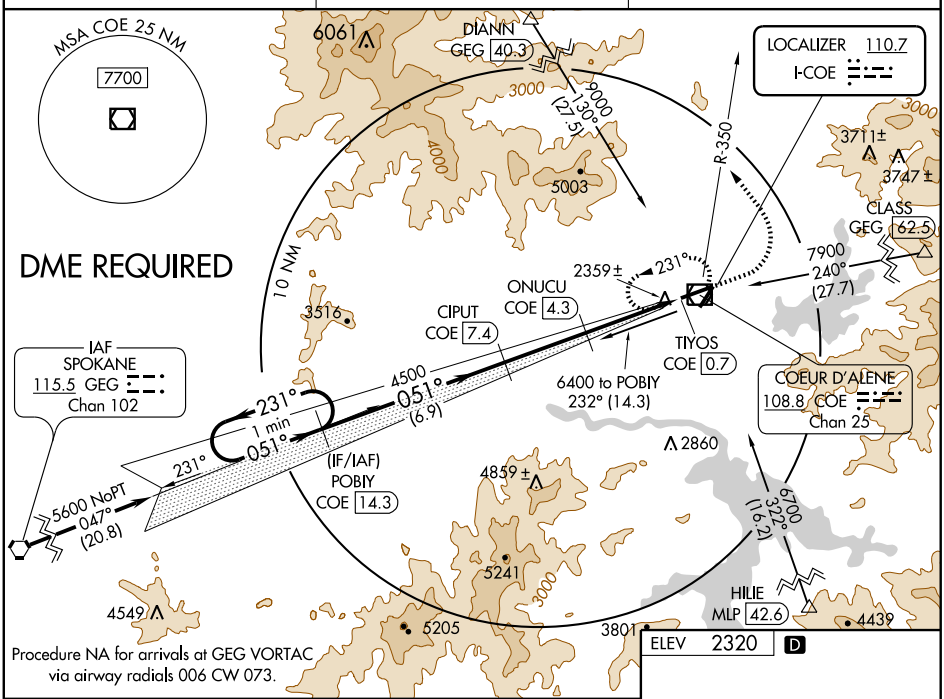
COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

Simultaneous reception of I-COE localizer and COE DME required. Autopilot coupled approach NA below 2795. When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile.

MALSR

MISSED APPROACH: Climb to 2900 then climbing left turn to 6000 via COE R-350 outbound then climbing left turn to 6500 via COE R-350 inbound to COE VOR/DME and hold.

AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L



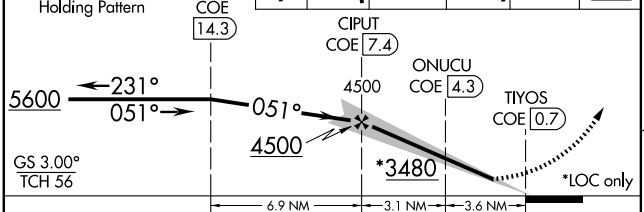
Procedure NA for arrivals at GEG VORTAC via airway radials 006 CW 073.

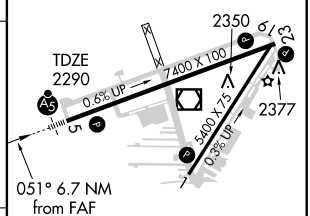
ELEV 2320 D

Use COE DME when on the localizer course.

2900	6000	COE R-350 outbound	6500	COE R-350 inbound	COE 108.8

One Minute Holding Pattern





CATEGORY	A	B	C	D
S-ILS 5	2490-½ 200 (200-½)			
S-LOC 5	2860-½ 570 (600-½)		2860-1 570 (600-1)	2860-1¼ 570 (600-1¼)
CIRCLING	2860-1 540 (600-1)		2880-1½ 560 (600-1½)	2880-2 560 (600-2)

MIRL Rwy 1-19 L
HIRL Rwy 5-23 L
REIL Rwys 1 and 23 L

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

NDB LEN	APP CRS	Rwy ldg	7400
347	052°	TDZE	2290
		Apt Elev	2320

NDB RWY 5

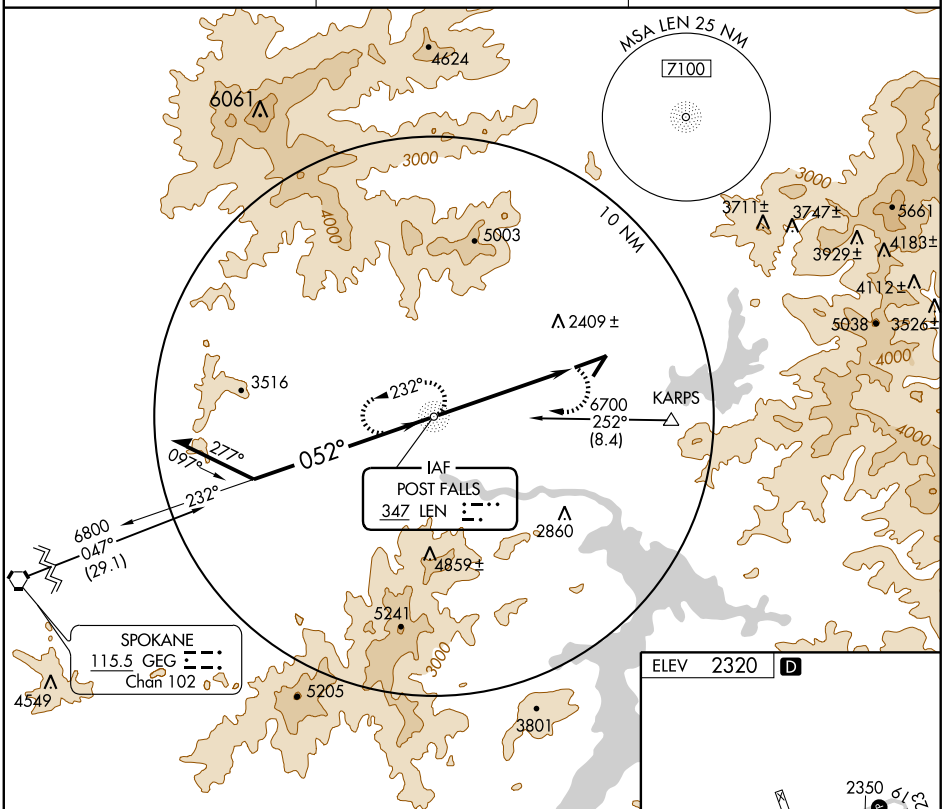
COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

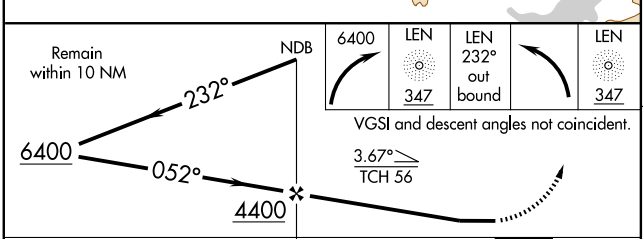
When local altimeter setting not received, use Spokane Intl altimeter setting and increase all MDA 80 feet and S-5 and circling Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climbing right turn to 6400 direct LEN NDB and via LEN NDB bearing 232° outbound then left turn direct LEN NDB and hold.

AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L





MIRL Rwy 1-19 L
HIRL Rwy 5-23 L
REIL Rwys 1 and 23 L

CATEGORY	A	B	C	D
S-5	2780-¾ 490 (500-¾)	2900-¾ 610 (600-¾)	2920-1¼ 630 (600-1¼)	NA
CIRCLING	2920-1 600 (600-1)		2920-1½ 600 (600-1½)	NA

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70608 W05A	APP CRS 051°	Rwy ldg 7400 TDZE 2290 Apt Elev 2320

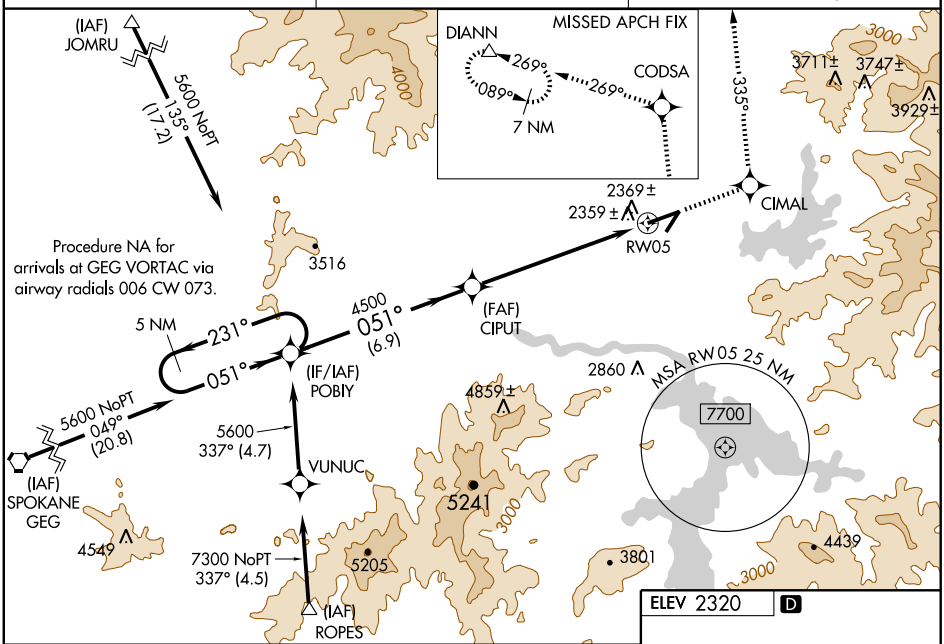
RNAV (GPS) RWY 5
COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Spokane Intl altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile. Baro-VNAV and VDP NA when using Spokane Intl altimeter setting. For inoperative MALSR when using Spokane Intl altimeter setting, increase LNAV Cats A and B visibility ¼ mile.

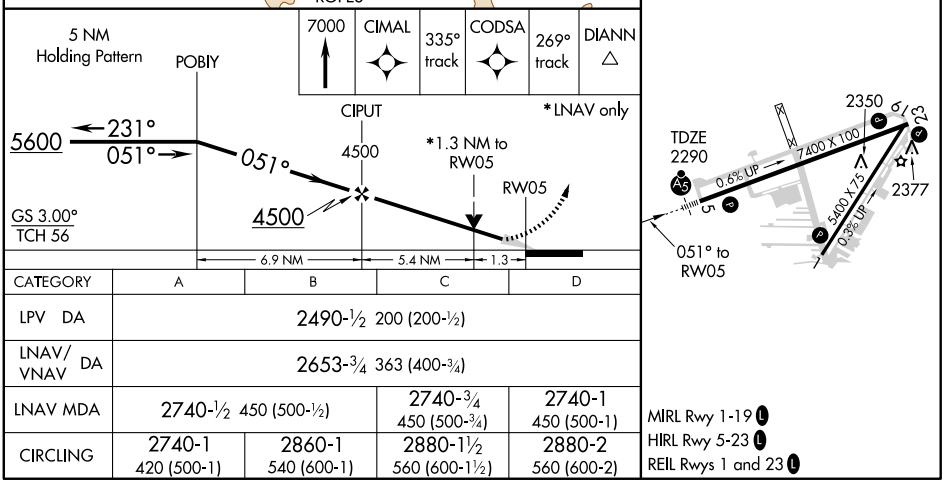
MALSR

MISSED APPROACH: Climb to 7000 direct CIMAL and via 335° track to CODSA and via 269° track to DIANN and hold.

AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L



ELEV 2320 D



CATEGORY	A	B	C	D
LPV DA	2490-½ 200 (200-½)			
LNAV/VNAV DA	2653-¾ 363 (400-¾)			
LNAV MDA	2740-½ 450 (500-½)		2740-¾ 450 (500-¾)	2740-1 450 (500-1)
CIRCLING	2740-1 420 (500-1)	2860-1 540 (600-1)	2880-1½ 560 (600-1½)	2880-2 560 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

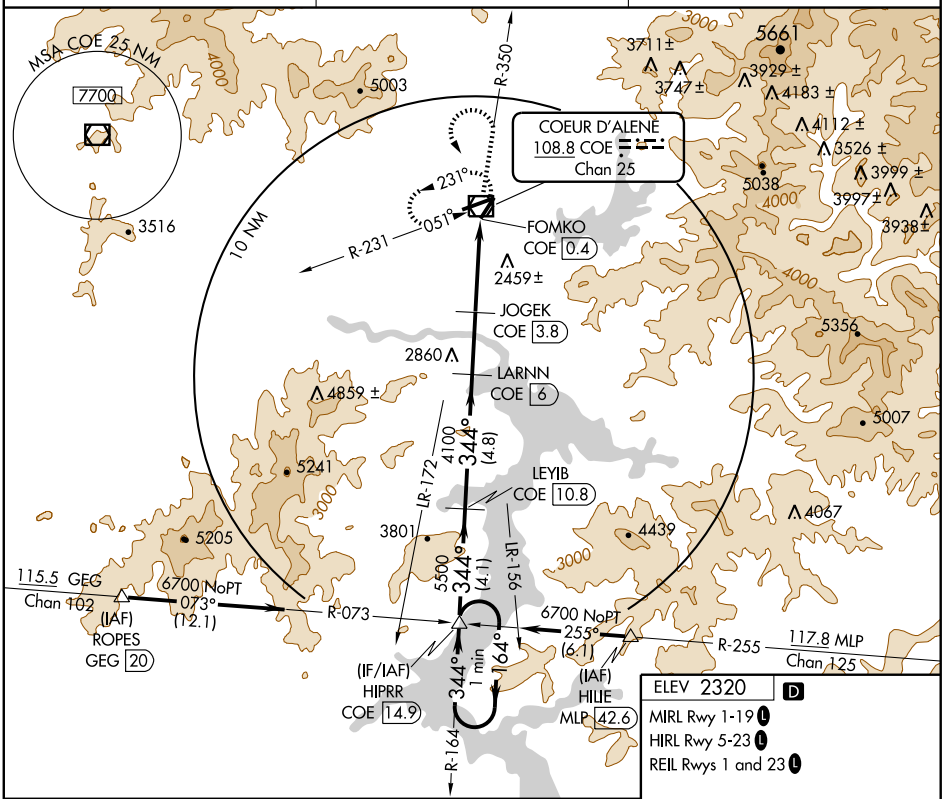
VOR/DME COE	APP CRS	Rwy ldg	5400
108.8	344°	TDZE	2311
Chan 25		Apt Elev	2320

VOR/DME RWY 1
COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Spokane Intl altimeter setting and increase all MDA 80 feet and S-1 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 6000 via COE R-350 outbound then climbing left turn to 6500 via COE R-350 inbound to COE VOR/DME and hold.

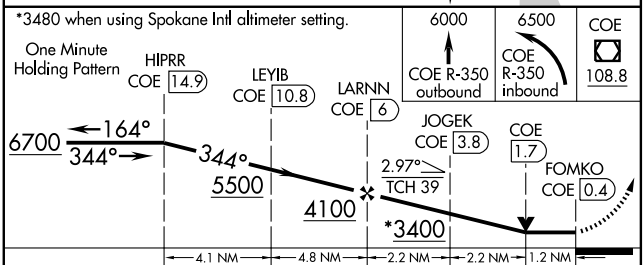
AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L

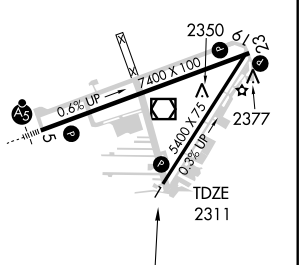


ELEV 2320 D

MIRL Rwy 1-19 L
HIRL Rwy 5-23 L
REIL Rwys 1 and 23 L

*3480 when using Spokane Intl altimeter setting.





CATEGORY	A	B	C	D
S-1	2740-1 429 (500-1)		2740-1¼ 429 (500-1¼)	NA
CIRCLING	2740-1 420 (500-1)	2860-1 540 (600-1)	2880-1½ 560 (600-1½)	NA

NW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME COE	APP CRS	Rwy ldg	7400
108.8	057°	TDZE	2290
Chan 25		Apt Elev	2320

VOR RWY 5

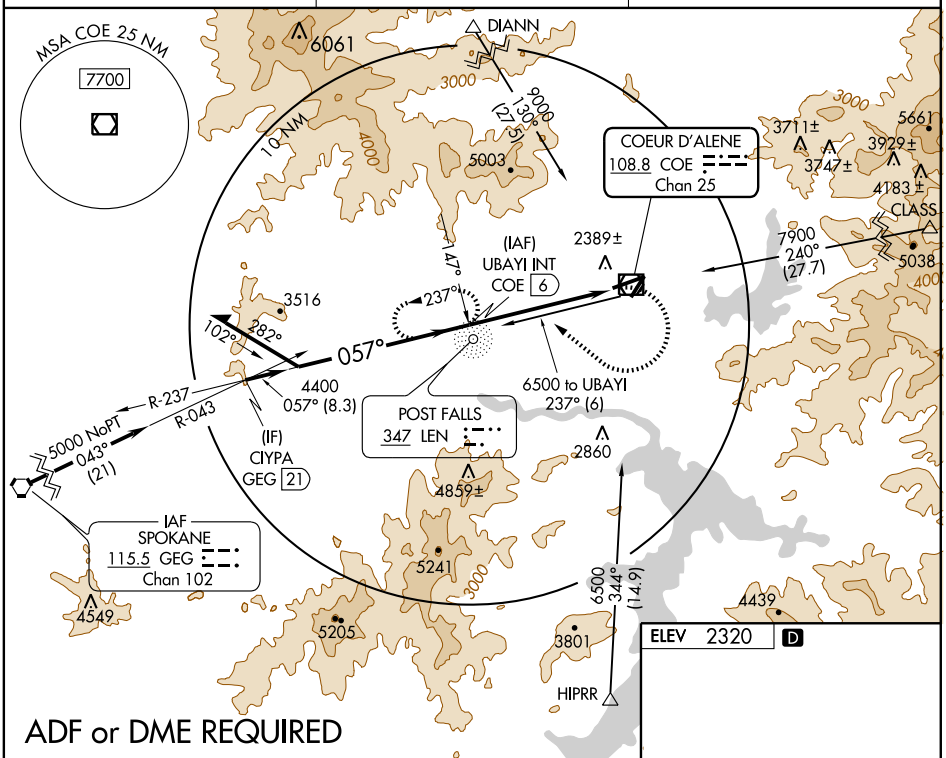
COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

When local altimeter setting not received, use Spokane Intl altimeter setting and increase all MDA 80 feet and circling Cat C visibility to 1¾ miles.
VDP NA when using Spokane Intl altimeter setting.
ADF or DME required.

MALSR

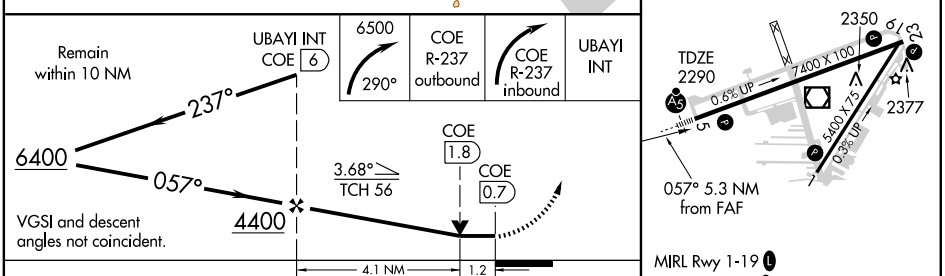
MISSED APPROACH: Climbing right turn to 6500 via heading 290° and COE R-237 outbound then right turn via COE R-237 inbound to UBAYI INT/COE 6 DME and hold.

AWOS-3	SPOKANE APP CON	UNICOM
135.075	132.1 263.0	122.8 (CTAF) L



ADF or DME REQUIRED

ELEV 2320 D



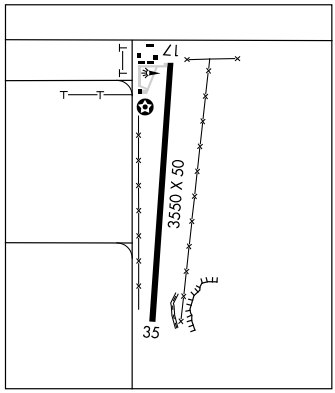
MIRL Rwy 1-19 L
HIRL Rwy 5-23 L
REIL Rwys 1 and 23 L

CATEGORY	A	B	C	D
S-5	2700-½ 410 (400-½)		2700-¾ 410 (400-¾)	NA
CIRCLING	2720-1 400 (400-1)	2860-1 540 (600-1)	2880-1½ 560 (600-1½)	NA

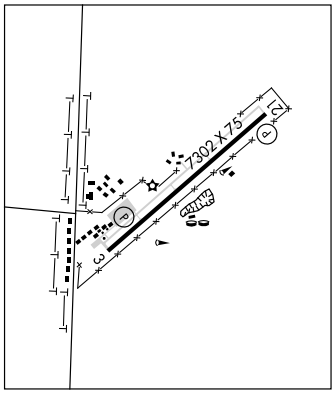
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NW-1, 21 OCT 2010 to 18 NOV 2010

DOWNEY (HYDE MEM) (U58) 1E UTC−7(−6DT) N42°25.45′ W112°06.57′ **SALT LAKE CITY**
4906 B NOTAM FILE BOI **L–11D**
RWY 17–35: H3550X50 (ASPH) LIRL
RWY 17: Tank. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Farm machinery to 20′ high may be located within 500′ of apch to Rwy 17. For LIRL Rwy 17–35 and rotating beacon—key 122.8, five times.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.
MALAD CITY (H) VORW/DME 117.4 MLD Chan 121 N42°11.99′ W112°27.07′ 031° 20.3 NM to fld. 7330/17E.



DRIGGS–REED MEM (DIJ) 1 N UTC−7(−6DT) N43°44.55′ W111°05.87′ **SALT LAKE CITY**
6229 B S4 **FUEL** 100LL, JET A, OX 2 NOTAM FILE DIJ **H–3E, L–11D**
RWY 03–21: H7302X75 (ASPH) S–30, D–60 MIRL 1.2% up NE **IAP**
RWY 03: PAPI(P4L)—GA 3.0 TCH 45′.
RWY 21: REIL. PAPI(P4L)—GA 3.0 TCH 40′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Oct–May 1500–0000Z‡, Jun–Sep 1400–0200Z‡. After hrs call 208–354–3100. Sailplane ops, heavy during summer months. Gliders use right traffic for Rwy 03 and left traffic for Rwy 21. Median between Rwy 03–21 and parallel twy not authorized for ldgs and takeoffs. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 21—CTAF. PAPI Rwys 03 and 21 operate continuously.
WEATHER DATA SOURCES: ASOS 120.775 (208) 354–6661.
COMMUNICATIONS: CTAF/UNICOM 122.7
SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 098° 52.5 NM to fld. 4915/15E.



DUBOIS N44°05.33′ W112°12.56′ NOTAM FILE BOI. **SALT LAKE CITY**
(H) VORTACW 116.9 DBS Chan 116 206° 19.1 NM to Mud Lake (West Jefferson Co). 4915/15E. **H–1D, L–11D**

DUBOIS MUNI (U41) 1 SE UTC−7(−6DT) N44°09.74′ W112°13.24′ **SALT LAKE CITY**
5123 NOTAM FILE BOI
RWY 16–34: 4600X100 (TURF)
RWY 16: Road. **RWY 34:** Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maintenance. Rwy 16–34 is centered between boundary markers. Rwy 16–34 cone boundary markers 125′ each side of rwy centerline and wood panels across both thlds. Rwy 16 +6′ fence at 100′ and 250′ from thld on centerline. +75′ steeple 1400′ from thld, 100′ left.
COMMUNICATIONS: CTAF 122.9

ECKHART INTL (See PORTHILL)

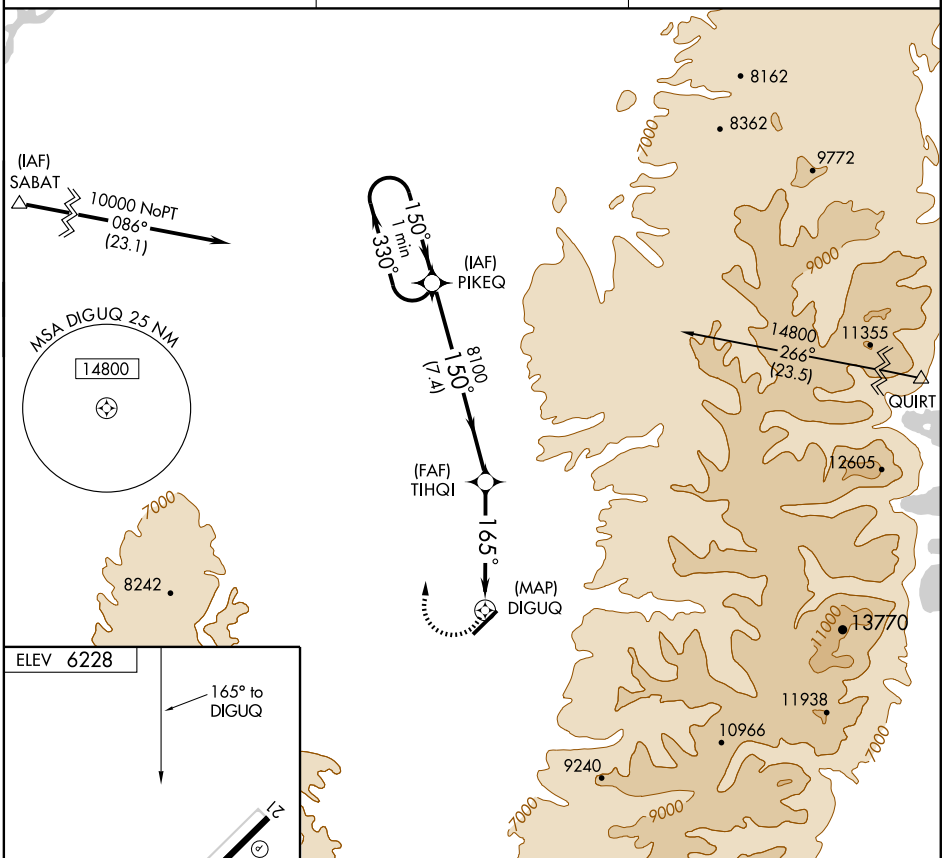
APP CRS	Rwy ldg	N/A
165°	TDZE	N/A
	Apt Elev	6228

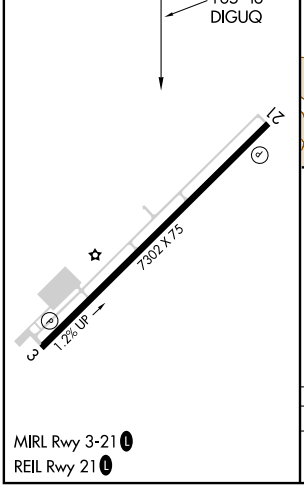
GPS-A
DRIGGS-REED MEMORIAL (DIJ)

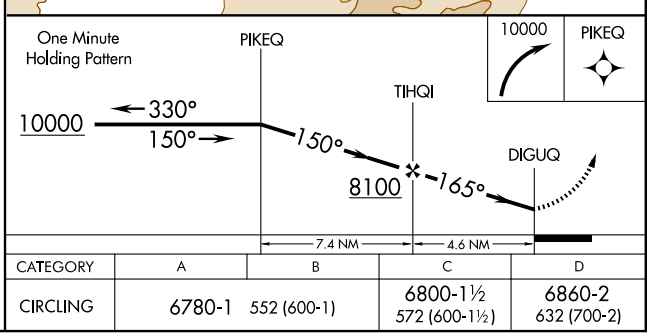
NA

MISSED APPROACH: Climbing right turn to 10000 direct PIKEQ and hold.

ASOS	SALT LAKE CENTER	UNICOM
120.775	132.4 239.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	6780-1 552 (600-1)		6800-1½ 572 (600-1½)	6860-2 632 (700-2)

MIRL Rwy 3-21 L
REIL Rwy 21 L

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

LAMON TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
132.4 239.25
UNICOM 122.7 (CTAF)

085°
265°
LAMON
7 NM
033°
6700
213°
6600

TAKE-OFF MINIMUMS
Rwy 3: Standard with minimum climb of 250′ per NM to 7400.
Rwy 21: Standard.

NOTE: GPS required.

NOTE: RNAV 1

TAKE-OFF OBSTACLE NOTES
Rwy 3: Trees 1227′ from DER, 343′ left of centerline, 50′ AGL/6266′ MSL.
Trees 697′ from DER, 327′ right of centerline, 50′ AGL/6246′ MSL.
Trees 2106′ from DER, 469′ right of centerline, 50 AGL/6282′ MSL.
Rwy 21: Building 1437′ from DER, 730′ left of centerline, 70′ AGL/6189′ MSL.
Building 52′ from DER, 473′ right of centerline, 50 AGL/6191′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 033° to 6700, then climbing left turn direct LAMON. Thence....

TAKE-OFF RUNWAY 21: Climb heading 213° to 6600, then climbing right turn direct LAMON. Thence....

....cross LAMON at or above MEA for direction of flight. If required, continue climb in LAMON holding pattern to cross LAMON at or above MEA for direction of flight.

APP CRS	Rwy ldg	7302
018°	TDZE	6180
	Apt Elev	6228

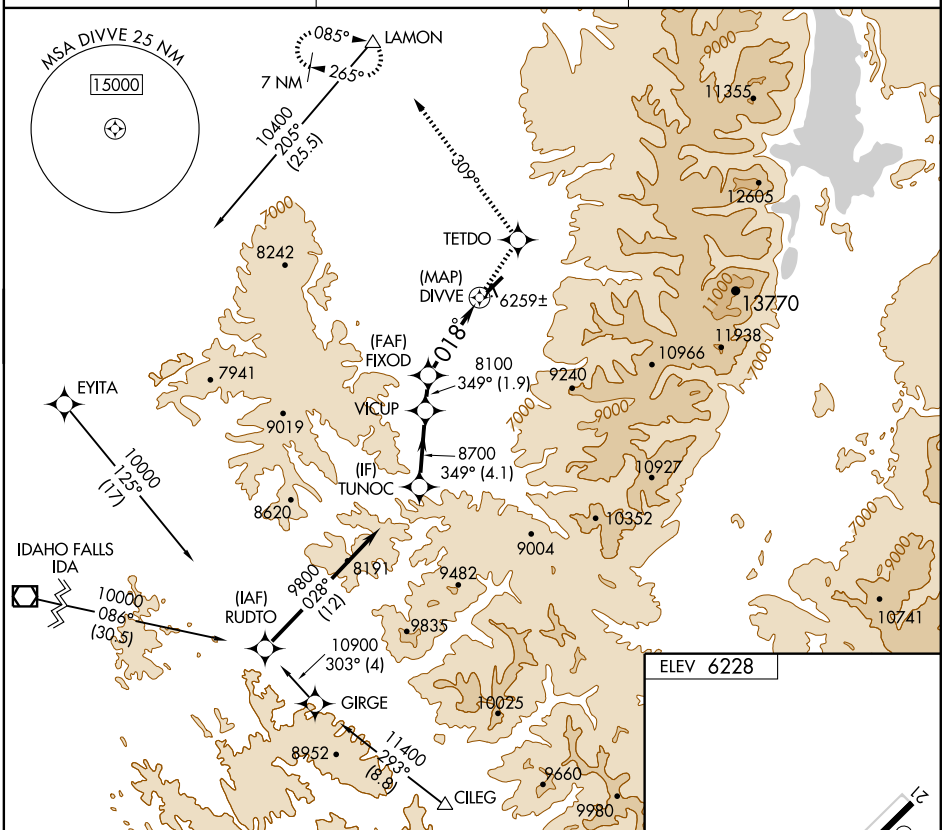
RNAV (GPS) RWY 3
DRIGGS-REED MEMORIAL (DIJ)

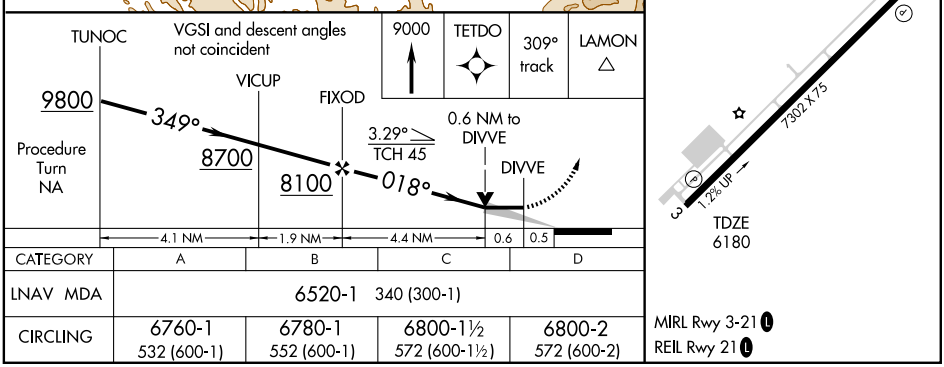
NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9000 direct TETDO and via 309° track to LAMON and hold.

ASOS	SALT LAKE CENTER	UNICOM
120.775	132.4 239.25	122.7 (CTAF) L

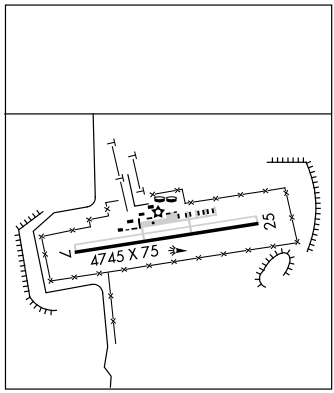




CATEGORY	A	B	C	D
LNAV MDA	6520-1 340 (300-1)			
CIRCLING	6760-1 532 (600-1)	6780-1 552 (600-1)	6800-1½ 572 (600-1½)	6800-2 572 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

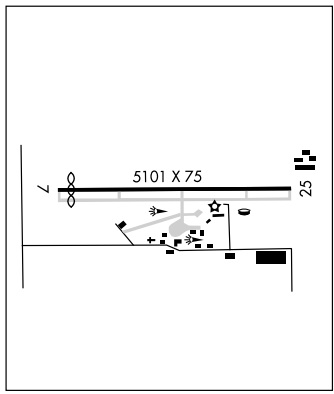
GOODING MUNI (GNG) 3 SW UTC−7(−6DT) N42°55.03′ W114°45.91′ **SALT LAKE CITY**
3732 B S4 **FUEL** 100LL, JET A NOTAM FILE BOI **L–11C**
RWY 07–25: H4745X75 (ASPH) S–12.5 MIRL 1.4% up NE **IAP**
RWY 07: Road.
AIRPORT REMARKS: Attended 1500–0000Z‡. For arpt attendant after hours call 208–539–5934 or 208–934–8298. Considerable helicopter ops. ACTIVATE MIRL Rwy 07–25—CTAF. 3 clicks medium ints–5 clicks high ints.
COMMUNICATIONS: CTAF/UNICOM 122.8
BLISS RCO 122.4 (BOISE RADIO)
SALT LAKE CENTER APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ 317° 28.9 NM to fld. 4140/18E.
STEELHEAD NDB (MHW) 211 HDG N42°54.97′ W114°40.45′ 255° 4.0 NM to fld. NOTAM FILE BOI. NDB unusable byd 15 NM.



GRAHAM USFS (See ATLANTA)

GRANGEVILLE

IDAHO CO (S8Ø) 1 N UTC−8(−7DT) N45°56.55′ W116°07.41′ **GREAT FALLS**
3314 B S2 **FUEL** 100LL, JET A NOTAM FILE BOI **H–1C, L–13B**
RWY 07–25: H5101X75 (ASPH) S–75, D–95, 2D–145 MIRL 0.5% up E **IAP**
RWY 07: REIL. Thld dsplcd 100′. Road.
AIRPORT REMARKS: Unattended. 24 hr self svc credit card fueling facility. Considerable USFS Fire retardant opns during summer months. Parachute activity May thru Aug. ACTIVATE REIL Rwy 07—CTAF. MIRL Rwy 07–25 operates continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SEATTLE CENTER APP/DEP CON** 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.
DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 344° 70.6 NM to fld. 7333/19E.



GRASMERE (U91) 0 S UTC−7(−6DT) N42°22.40′ W115°52.77′ **SALT LAKE CITY**
5134 NOTAM FILE BOI
RWY 05–23: 2750X150 (DIRT)
RWY 05: Fence.
AIRPORT REMARKS: Unattended. Rwy 05–23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4′ fence at 90′ on centerline, 7′ road at 150′ on center, 65′ marked powerline at 900′ on centerline. Rwy 05–23 edges and thlds marked with white rocks. No winter maintenance. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

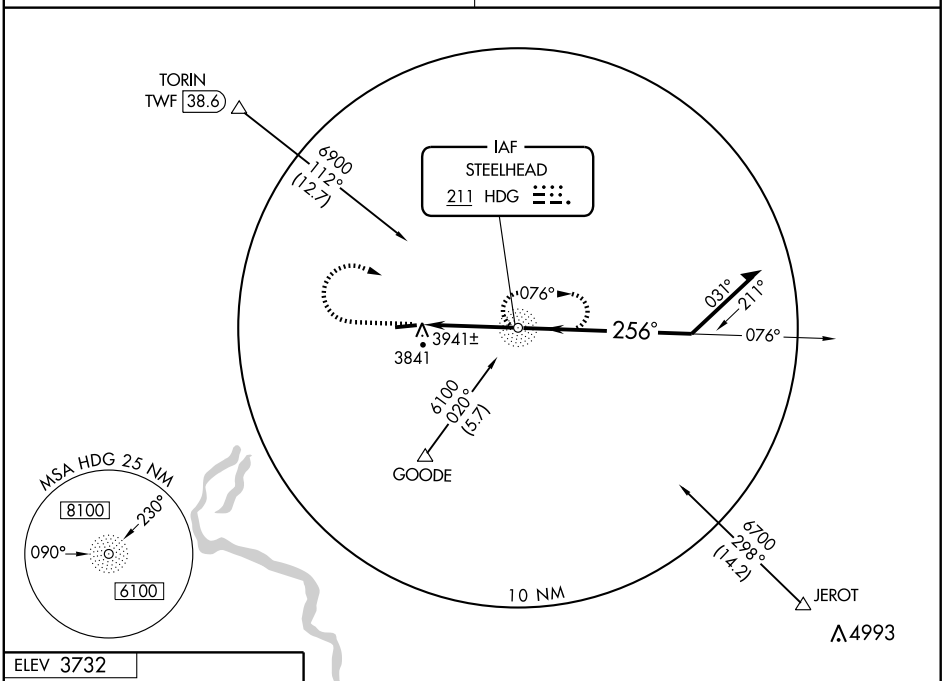
NDB HDG	APP CRS	Rwy ldg	4745
211	256°	TDZE	3732
		Apt Elev	3732

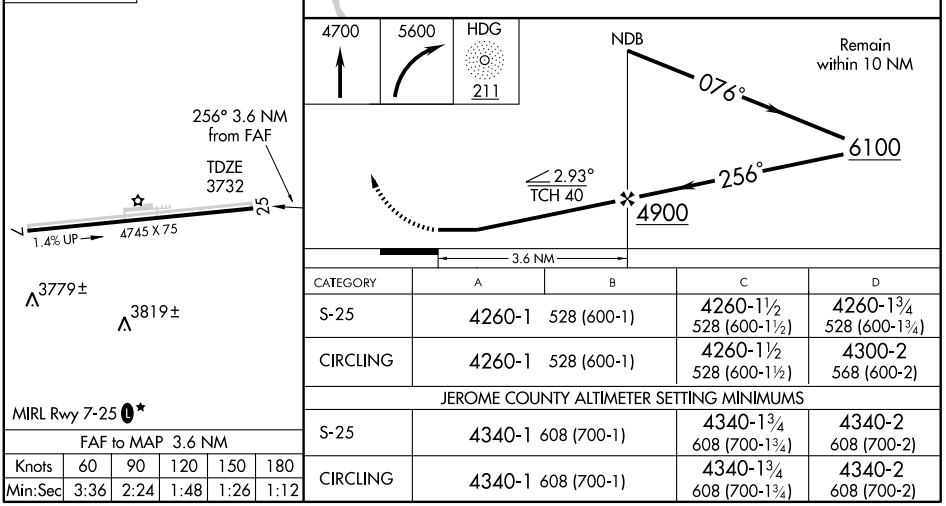
NDB RWY 25
GOODING MUNI (GNG)

Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received use Jerome County altimeter setting.

MISSED APPROACH: Climb to 4700 then climbing right turn to 5600 direct HDG NDB and hold.

SALT LAKE CENTER	UNICOM
118.05 363.0	122.8 (CTAF) L★





FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-25	4260-1 528 (600-1)		4260-1½ 528 (600-1½)	4260-1¾ 528 (600-1¾)
CIRCLING	4260-1 528 (600-1)		4260-1½ 528 (600-1½)	4300-2 568 (600-2)
JEROME COUNTY ALTIMETER SETTING MINIMUMS				
S-25	4340-1 608 (700-1)		4340-1¾ 608 (700-1¾)	4340-2 608 (700-2)
CIRCLING	4340-1 608 (700-1)		4340-1¾ 608 (700-1¾)	4340-2 608 (700-2)

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53709 W07A	APP CRS 068°	Rwy ldg 4745 TDZE 3710 Apt Elev 3732

RNAV (GPS) RWY 7
GOODING MUNI (GNG)

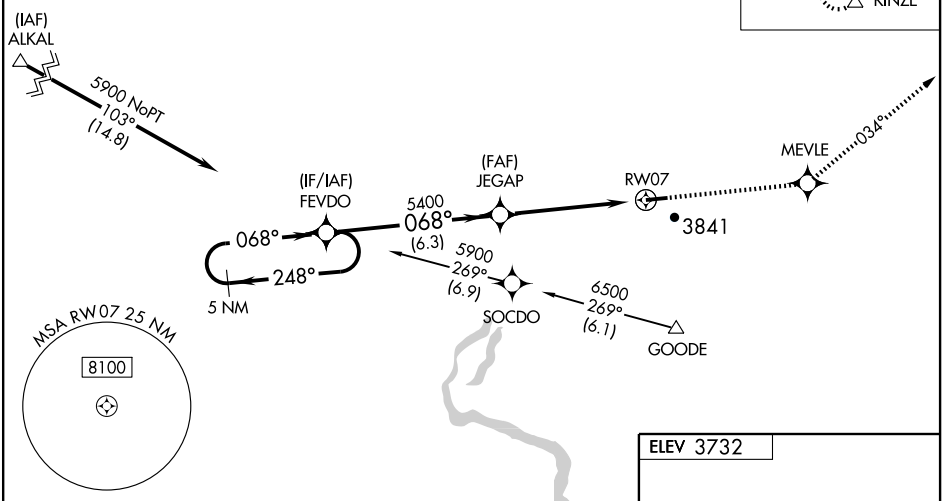
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Jerome County altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).
Obtain local altimeter setting on CTAF; when not received, use Jerome County altimeter setting and increase all DA 86 feet and all MDA 100 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cat C and D ¼ mile, and circling visibility Cat C ¼ mile.

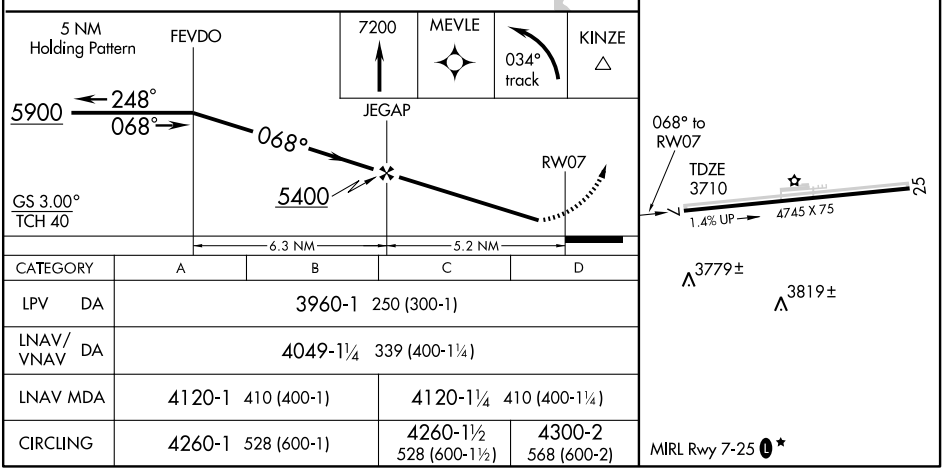
MISSED APPROACH: Climb to 7200 direct MEVLE and left turn via 034° track to KINZE and hold.

SALT LAKE CENTER	UNICOM
118.05 363.0	122.8 (CTAF) L★

Procedure NA for arrivals at GOODE via V4 eastbound and V293 southeast bound.
Procedure NA for arrivals at ALKAL via V253 northwest bound.
Procedure NA for arrivals at ALKAL via V330 southwest bound.

MISSED APCH FIX
7 NM
351°
171°
KINZE





CATEGORY	A	B	C	D
LPV DA	3960-1 250 (300-1)			
LNAV/VNAV DA	4049-1¼ 339 (400-1¼)			
LNAV MDA	4120-1 410 (400-1)		4120-1¼ 410 (400-1¼)	
CIRCLING	4260-1 528 (600-1)		4260-1½ 528 (600-1½)	4300-2 568 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

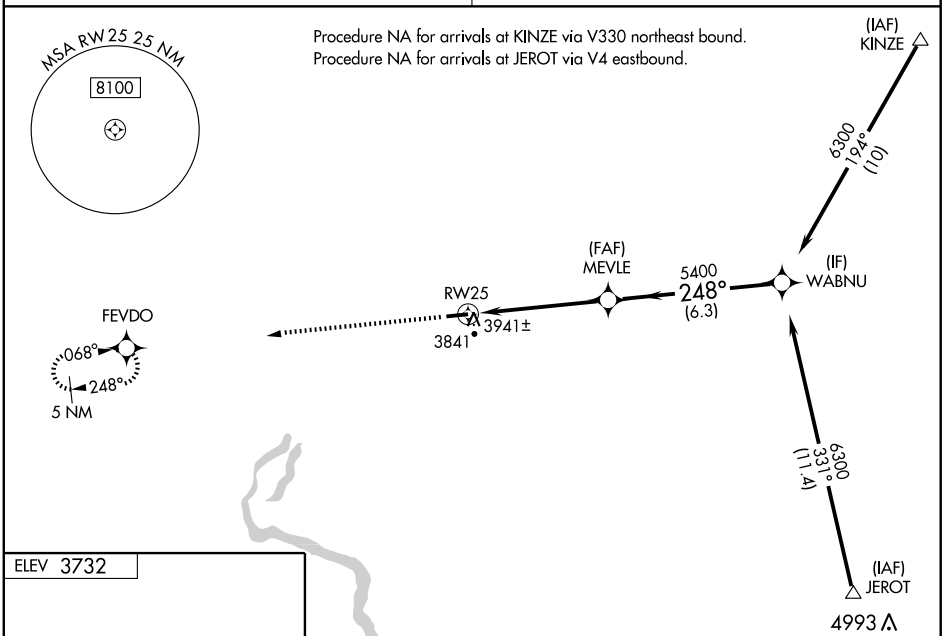
WAAS CH 45909 W25A	APP CRS 248°	Rwy ldg 4745 TDZE 3732 Apt Elev 3732

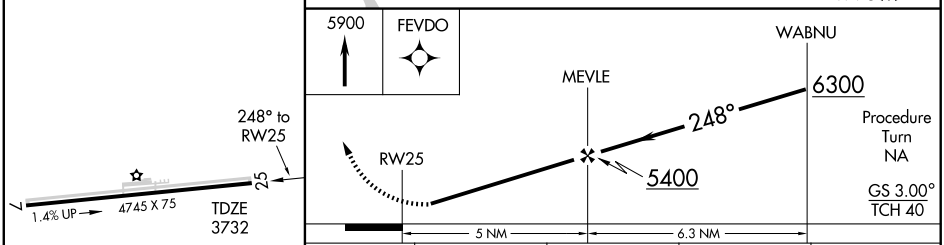
RNAV (GPS) RWY 25
GOODING MUNI (GNG)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Jerome County altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).
Obtain local altimeter setting on CTAF; when not received, use Jerome County altimeter setting and increase all DA 86 feet and all MDA 100 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cat C and D ¼ mile, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 5900 direct FEVDO and hold.

SALT LAKE CENTER	UNICOM
118.05 363.0	122.8 (CTAF) L ★

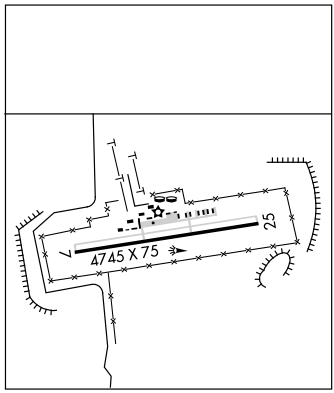




CATEGORY	A	B	C	D
LPV DA	4006-1 274 (300-1)			
LNAV/VNAV DA	4211-1¾ 479 (500-1¾)			
LNAV MDA	4200-1 468 (500-1)		4200-1¼ 468 (500-1¼)	4200-1½ 468 (500-1½)
CIRCLING	4260-1 528 (600-1)		4260-1½ 528 (600-1½)	4300-2 568 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

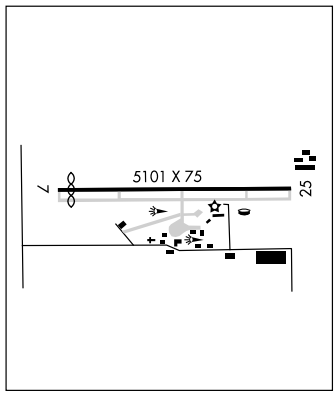
GOODING MUNI (GNG) 3 SW UTC−7(−6DT) N42°55.03′ W114°45.91′ **SALT LAKE CITY**
3732 B S4 **FUEL** 100LL, JET A NOTAM FILE BOI **L–11C**
RWY 07–25: H4745X75 (ASPH) S–12.5 MIRL 1.4% up NE **IAP**
RWY 07: Road.
AIRPORT REMARKS: Attended 1500–0000Z‡. For arpt attendant after hours call 208–539–5934 or 208–934–8298. Considerable helicopter ops. ACTIVATE MIRL Rwy 07–25—CTAF. 3 clicks medium ints–5 clicks high ints.
COMMUNICATIONS: CTAF/UNICOM 122.8
BLISS RCO 122.4 (BOISE RADIO)
SALT LAKE CENTER APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ 317° 28.9 NM to fld. 4140/18E.
STEELHEAD NDB (MHW) 211 HDG N42°54.97′ W114°40.45′ 255° 4.0 NM to fld. NOTAM FILE BOI. NDB unusable byd 15 NM.



GRAHAM USFS (See ATLANTA)

GRANGEVILLE

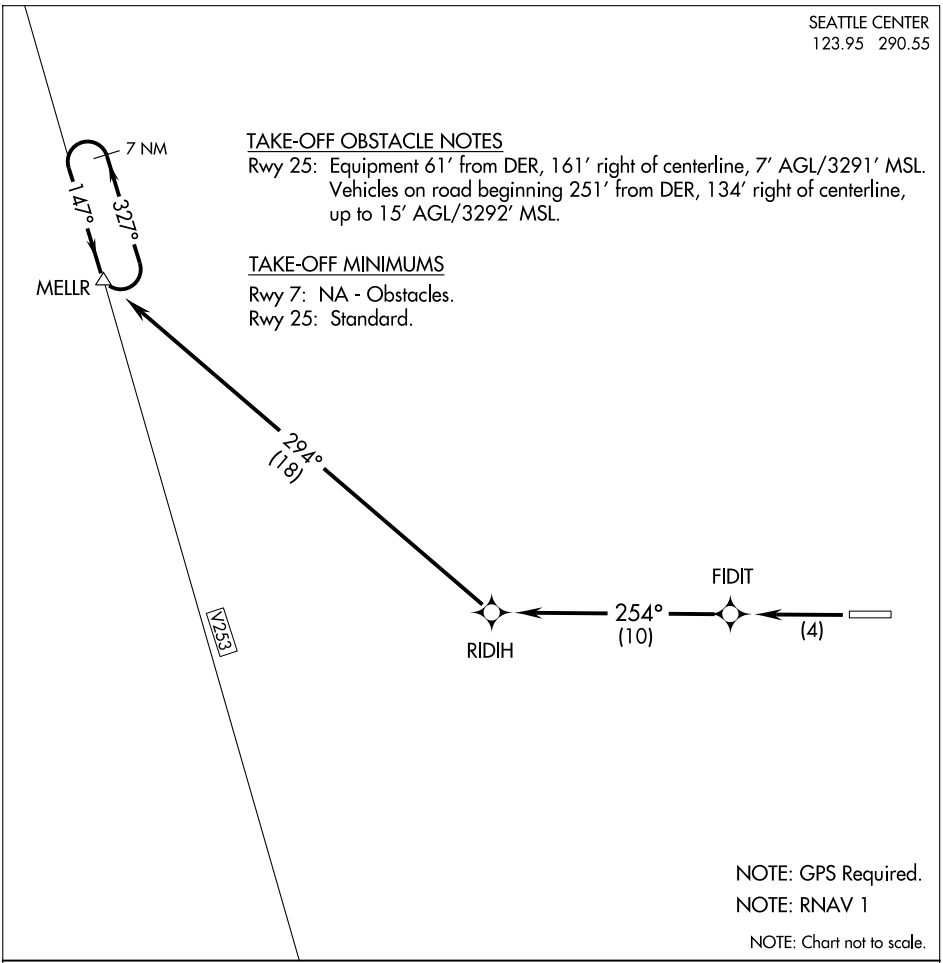
IDAHO CO (S8Ø) 1 N UTC−8(−7DT) N45°56.55′ W116°07.41′ **GREAT FALLS**
3314 B S2 **FUEL** 100LL, JET A NOTAM FILE BOI **H–1C, L–13B**
RWY 07–25: H5101X75 (ASPH) S–75, D–95, 2D–145 MIRL 0.5% up E **IAP**
RWY 07: REIL. Thld dsplcd 100′. Road.
AIRPORT REMARKS: Unattended. 24 hr self svc credit card fueling facility. Considerable USFS Fire retardant opns during summer months. Parachute activity May thru Aug. ACTIVATE REIL Rwy 07—CTAF. MIRL Rwy 07–25 operates continuously.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SEATTLE CENTER APP/DEP CON** 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.
DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 344° 70.6 NM to fld. 7333/19E.



GRASMERE (U91) 0 S UTC−7(−6DT) N42°22.40′ W115°52.77′ **SALT LAKE CITY**
5134 NOTAM FILE BOI
RWY 05–23: 2750X150 (DIRT)
RWY 05: Fence.
AIRPORT REMARKS: Unattended. Rwy 05–23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4′ fence at 90′ on centerline, 7′ road at 150′ on center, 65′ marked powerline at 900′ on centerline. Rwy 05–23 edges and thlds marked with white rocks. No winter maintenance. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

MELLR ONE DEPARTURE (RNAV) (OBSTACLE)

SEATTLE CENTER
123.95 290.55



TAKE-OFF OBSTACLE NOTES

Rwy 25: Equipment 61′ from DER, 161′ right of centerline, 7′ AGL/3291′ MSL. Vehicles on road beginning 251′ from DER, 134′ right of centerline, up to 15′ AGL/3292′ MSL.

TAKE-OFF MINIMUMS

Rwy 7: NA - Obstacles.
Rwy 25: Standard.

NOTE: GPS Required.
NOTE: RNAV 1
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climb direct FIDIT then via depicted route to MELLR. Maintain 7400 or assigned altitude. Aircraft southeast bound on V253 continue climb in MELLR holding pattern to MEA before proceeding enroute.

NW-1, 21 OCT 2010 to 18 NOV 2010

MELLR ONE DEPARTURE (RNAV) (OBSTACLE)
GRANGEVILLE, IDAHO
GRANGEVILLE/ IDAHO COUNTY (S80)
(MELLR1.MELLR) 10210

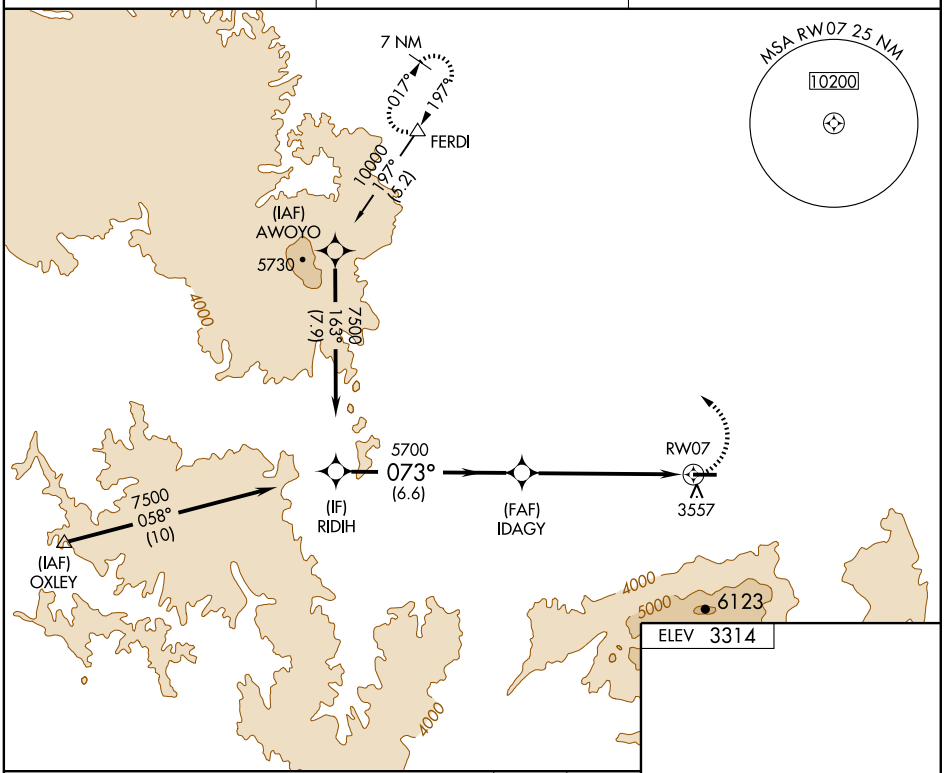
APP CRS	Rwy ldg	5001
073°	TDZE	3302
	Apt Elev	3314

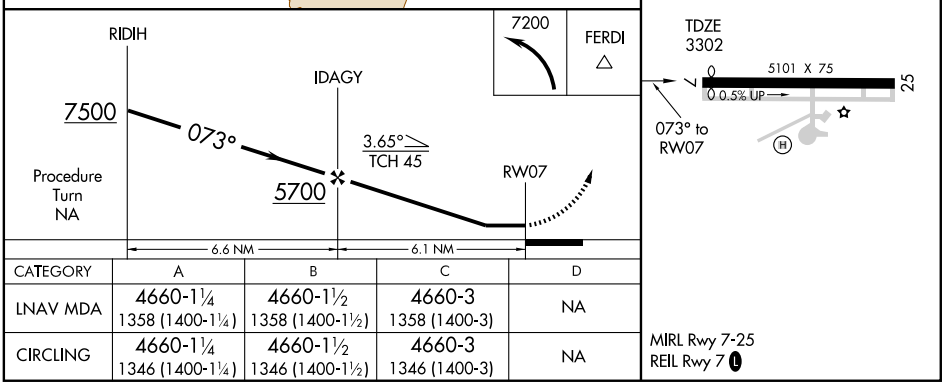
RNAV (GPS) RWY 7
GRANGEVILLE/ IDAHO COUNTY (S80)

Circling NA south of Rwy 7-25.
NA
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Lewiston-Nez Perce County altimeter setting; when not received, use Pullman/Moscow Rgnl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 7200 direct FERDI and hold.

LEWISTON-NEZ PERCE COUNTY ASOS	SEATTLE CENTER	CTAF
135.575	123.95 290.55	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	4660-1¼ 1358 (1400-1¼)	4660-1½ 1358 (1400-1½)	4660-3 1358 (1400-3)	NA
CIRCLING	4660-1¼ 1346 (1400-1¼)	4660-1½ 1346 (1400-1½)	4660-3 1346 (1400-3)	NA

MIRL Rwy 7-25
REIL Rwy 7 L

NW-1, 21 OCT 2010 to 18 NOV 2010

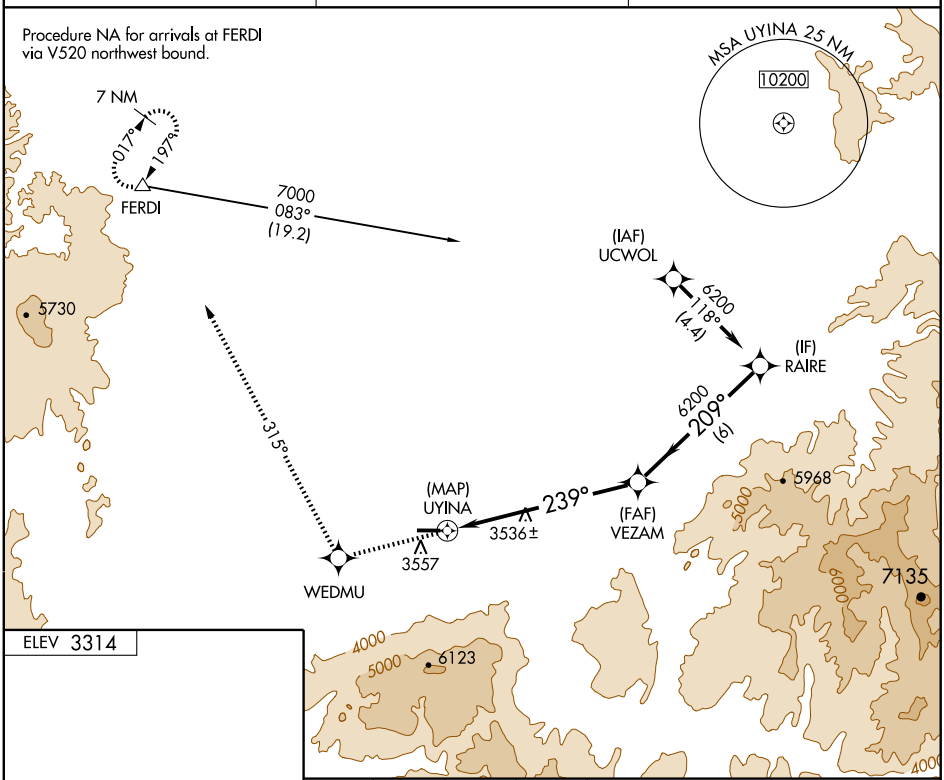
APP CRS	Rwy ldg	5101
239°	TDZE	3314
	Apt Elev	3314

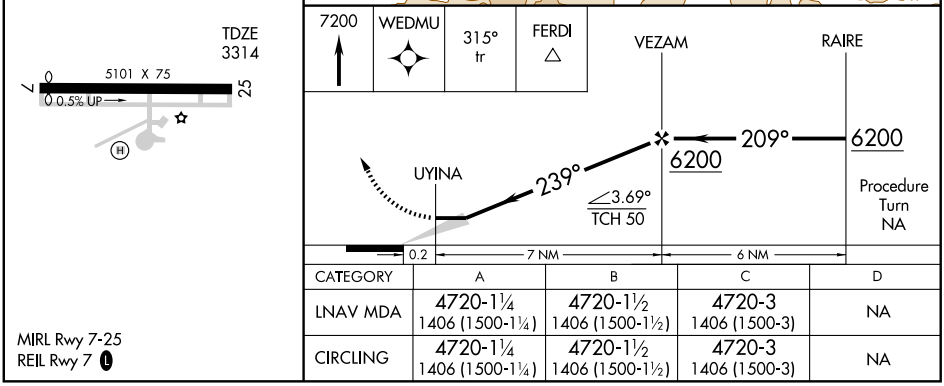
RNAV (GPS) RWY 25
GRANGEVILLE/ IDAHO COUNTY (S80)

Circling NA south of Rwy 7-25.
NA DME/DME RNP-0.3 NA.
Use Lewiston-Nez Perce County altimeter setting; when not received, use Pullman/Moscow Rgnl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 7200 direct WEDMU and via 315° track to FERDI and hold, continue climb-in-hold to 7200.

LEWISTON-NEZ PERCE COUNTY ASOS	SEATTLE CENTER	CTAF
135.575	123.95 290.55	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	4720-1¼ 1406 (1500-1¼)	4720-1½ 1406 (1500-1½)	4720-3 1406 (1500-3)	NA
CIRCLING	4720-1¼ 1406 (1500-1¼)	4720-1½ 1406 (1500-1½)	4720-3 1406 (1500-3)	NA

MIRL Rwy 7-25
REIL Rwy 7 L

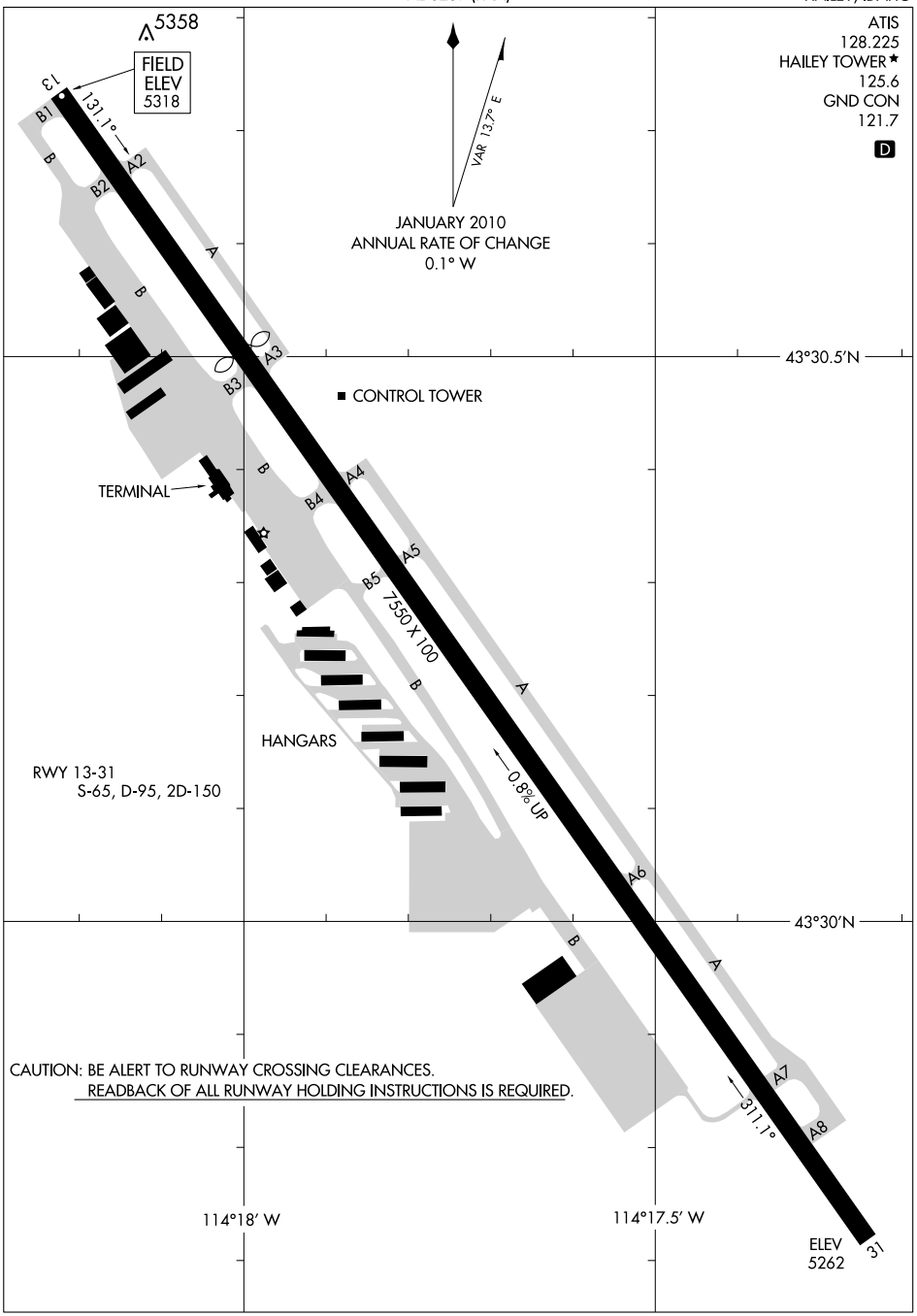
NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HAILEY/ FRIEDMAN MEMORIAL (SUN)
HAILEY, IDAHO

AL-6239 (FAA)



NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
HAILEY, IDAHO
HAILEY/ FRIEDMAN MEMORIAL (SUN)
10210

GROUSE

ANTELOPE VALLEY (U92) 1 W UTC−7(−6DT) N43°40.63′ W113°36.16′ **SALT LAKE CITY**

6180 NOTAM FILE BOI

RWY 05–23: 3450X130 (TURF)

RWY 05: Road. **RWY 23:** P–line.

AIRPORT REMARKS: Unattended. CLOSED to wheeled acft winters. No winter maintenance. Recommend ldg Rwy 05; tkf Rwy 23 when wind conditions allow. Arpt located in mountain valley surrounded by high terrain. Rwy 05–23 edges and thld marked with white rock. +5′ sagebrush adjacent to both rwy edges and Rwy 05 thld.

COMMUNICATIONS: CTAF 122.9

HAILEY N43°19.75′ W114°14.55′ NOTAM FILE SUN. **SALT LAKE CITY**

NDB/DME (MHW) 220 HLE Chan 25 332° 10.8 NM to Friedman Mem. NDB unmonitored. **L–11C**

DME unmonitored.

NDB portion unusable:

310°–350° byd 6 NM

DME unusable:

280°–080° byd 12NM 080°–280°.

RCO 122.4 (BOISE RADIO)

HAILEY

FRIEDMAN MEM (SUN) 1 SE UTC−7(−6DT) N43°30.23′ W114°17.73′ **SALT LAKE CITY**

5318 B S4 **FUEL** 100LL, JET A1 + OX 1, 3 Class I, ARFF Index A NOTAM FILE SUN **H–3D, L–11C**

RWY 13–31: H7550X100 (ASPH–GRVD) S–65, D–95, 2D–150 HIRL 0.8% up NW **IAP, AD**

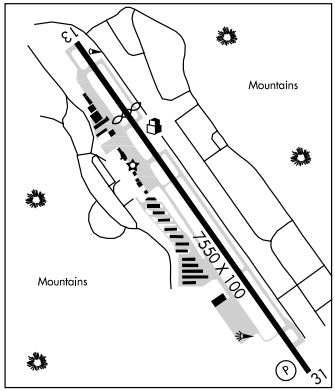
RWY 13: Thld dsplcd 1701′. Road.

RWY 31: PAPI(P4L)—GA 3.5° TCH 55′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–7150 TODA–7550 ASDA–7150 LDA–5450

RWY 31: TORA–5850 TODA–7550 ASDA–6631 LDA–6631



AIRPORT REMARKS: Attended dawn–dusk. Fuel avbl after dusk PPR 208–788–9511. Airfield sfc conditions not monitored between the hours of 0600Z‡ and 1400Z‡. Bird activity SE end Rwy 31. When twr closed land Rwy 31—tkf Rwy 13 due to opposite direction traffic; use landing lights in traffic pattern. Due to opposite traffic: approach Rwy 31 along E side of valley: depart Rwy 13 along W side of valley: show landing light. Ctc aprt manager 208–788–4956 or 208–788–3702 for noise abatement procedures. APU ops ltd to 30 minutes maximum run time. Not recommended for night use or in marginal weather by unfamiliar pilots due to mountainous terrain. Twy A open between Twys A2 and A3 daylight hours only. Twys A–5 and B–5 restricted to acft with wingspans of 49′ or less (Acft Design Group I) only. PPR for all unscheduled acft ops utilizing acft with a type certificate for more than 30 passenger seats. PPR for all scheduled air carrier ops between 0600–1300Z‡ call arpt manager 208–788–4956. No locked brake turns. ACTIVATE HIRL Rwy 13–31—CTAF when twr clsd. PAPI Rwy 31 opr 24 hrs. Ldg fee for acft greater than 6,000 lbs.

WEATHER DATA SOURCES: AWOS–3 128.225 (208) 788–9213. LAWRS.

COMMUNICATIONS: CTAF 125.6 **ATIS** 128.225 (208) 788-2108 **UNICOM** 122.95

HAILEY RCO 122.4 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON 118.05.

HAILEY TOWER 125.6 (1400–0600Z‡) **GND CON** 121.7

AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BYI.

BURLEY (L) VORW/DME 114.1 BYI Chan 88 N42°34.82′ W113°51.95′ 323° 58.6 NM to fld. 4230/18E.

HAILEY NDB/DME (MHW) 220 HLE Chan 25 N43°19.75′ W114°14.55′ 332° 10.8 NM to fld. NOTAM FILE SUN. NDB unmonitored. DME unmonitored.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

AURELIA TWO DEPARTURE (RNAV)

GND CON
121.7
HAILEY TOWER★
125.6
SALT LAKE CENTER
118.05 353.0
UNICOM 122.95

TAKE-OFF OBSTACLE NOTES

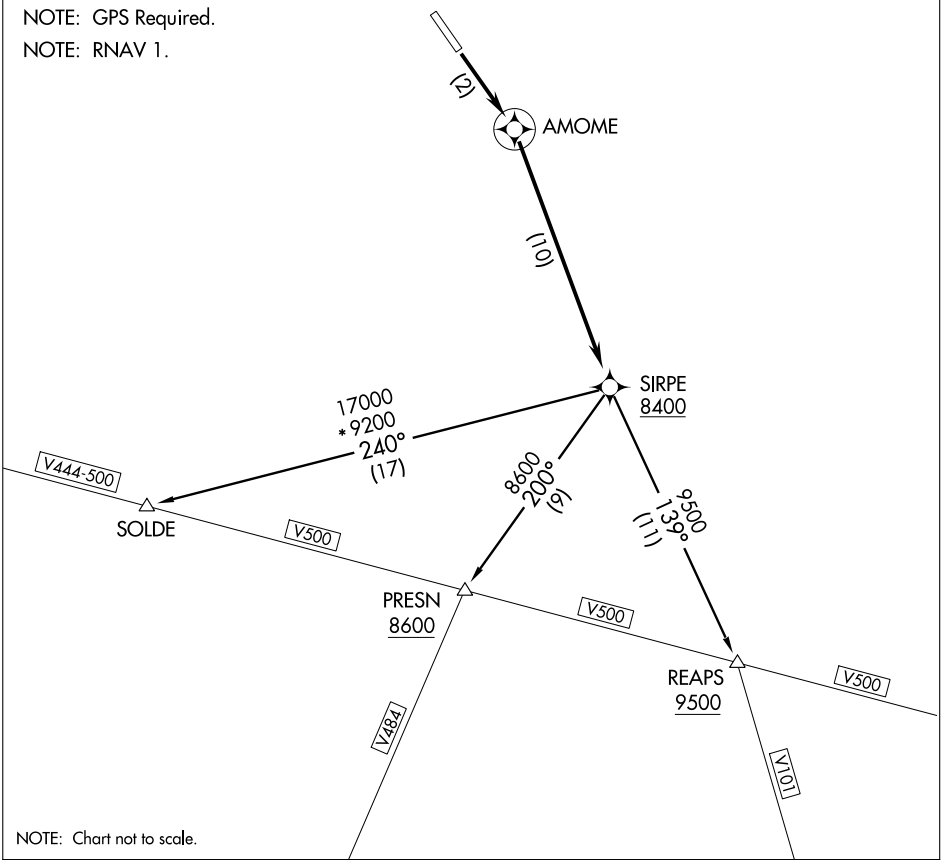
Rwy 13: Multiple trees beginning 763′ from DER, 3′ right of centerline, up to 100′ AGL/5345′ MSL.

TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 400′ per NM to 6700.
ATC climb of 400′ per NM to 7300.
Rwy 31: NA, Obstacles.

NOTE: GPS Required.

NOTE: RNAV 1.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climb direct AMOME, then climbing right turn direct SIRPE to cross SIRPE; cross SIRPE at or above 8400, Thence....via (Transition).

PRESN TRANSITION (AUREL2.PRESN)

REAPS TRANSITION (AUREL2.REAPS)

SOLDE TRANSITION (AUREL2.SOLDE)

NW-1, 21 OCT 2010 to 18 NOV 2010

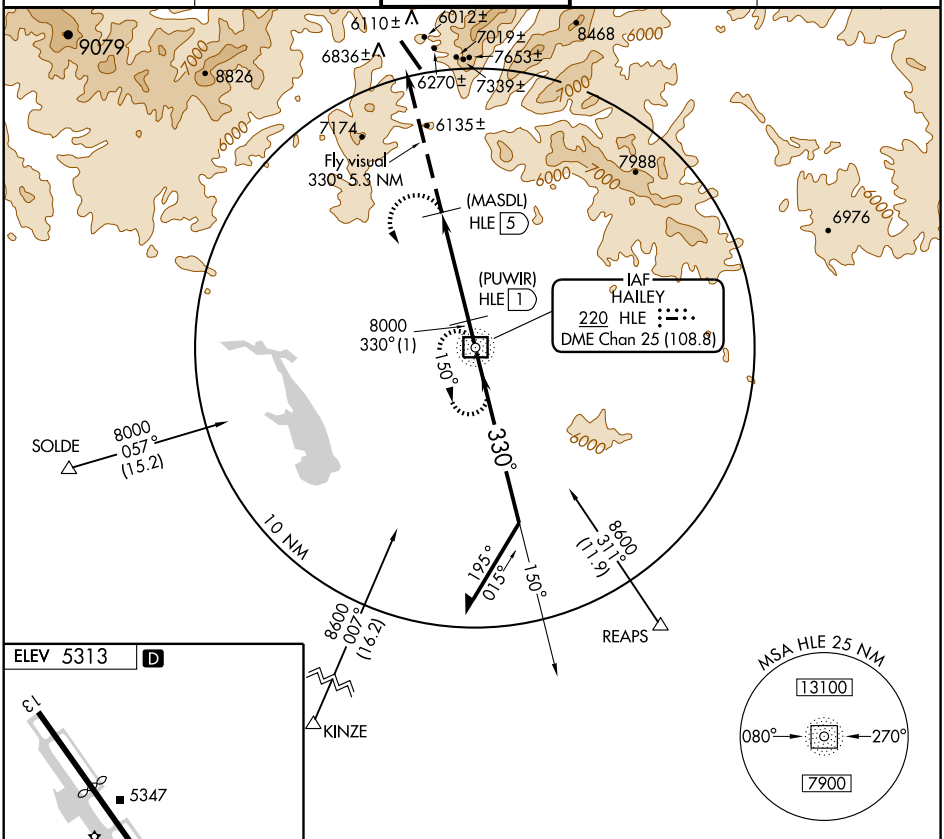
NDB/DME HLE 220 DME Chan 25	APP CRS 330°	Rwy ldg N/A TDZE N/A Apt Elev 5313

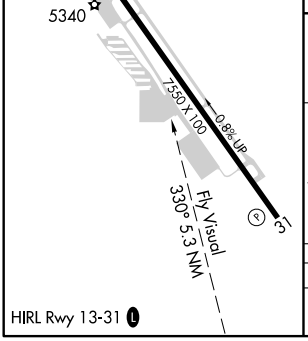
NDB/DME or GPS-A
HAILEY/FRIEDMAN MEMORIAL (SUN)

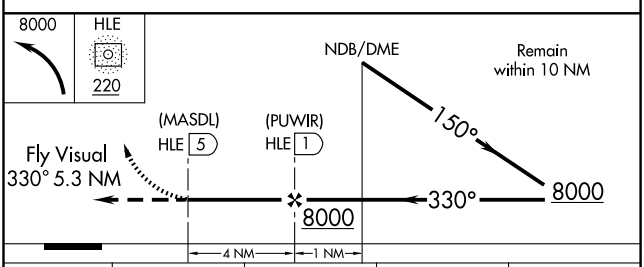
Occasional ADF needle swings away from the final approach course are to be expected north of missed approach point.
When control tower closed, procedure not authorized.
Procedure not authorized at night.

MISSED APPROACH: Left turn to 8000 direct HLE NDB/DME and hold.

ATIS	SALT LAKE CENTER	HAILEY TOWER ★	GND CON	UNICOM
128.225	118.05 353.0	125.6 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	8000-5 2687 (2700-5)			NA

NW-1, 21 OCT 2010 to 18 NOV 2010

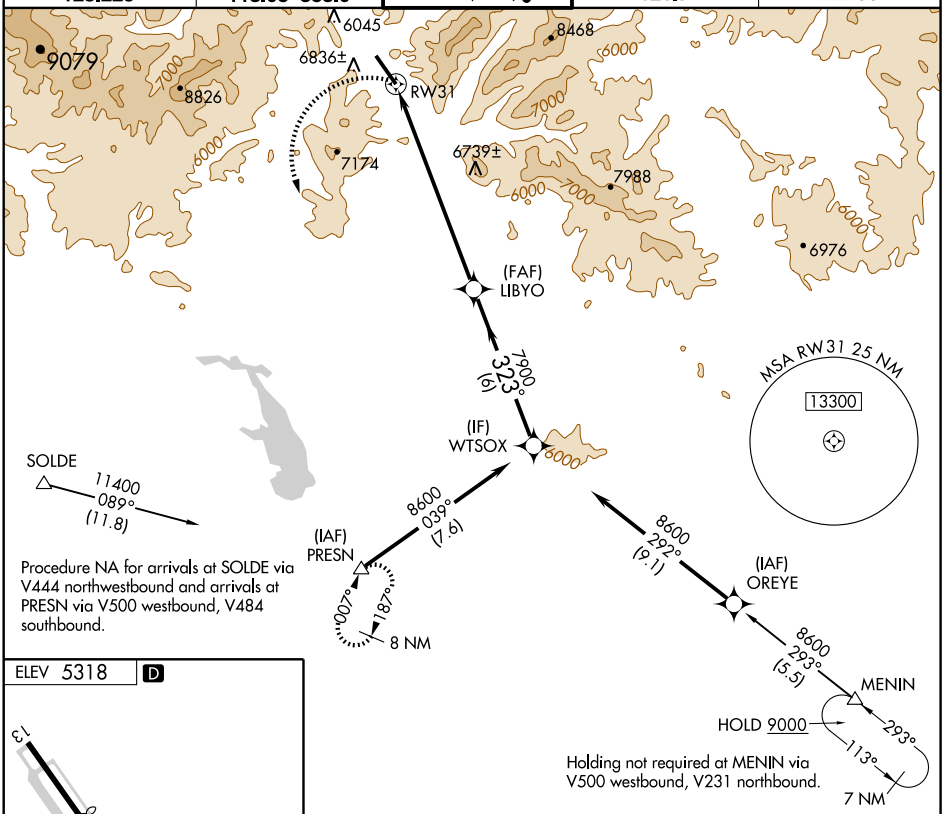
APP CRS	Rwy ldg	6631
323°	TDZE	5290
	Apt Elev	5318

RNAV (GPS) W RWY 31
HAILEY/FRIEDMAN MEMORIAL (SUN)

Circling NA at night.
Circling NA east of Rwy 13-31.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

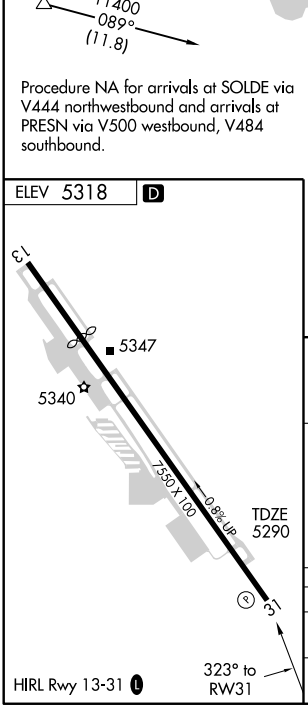
MISSED APPROACH: Climbing left turn to 8700 direct PRESN and hold. When authorized by ATC, climb-in-hold to 12500.

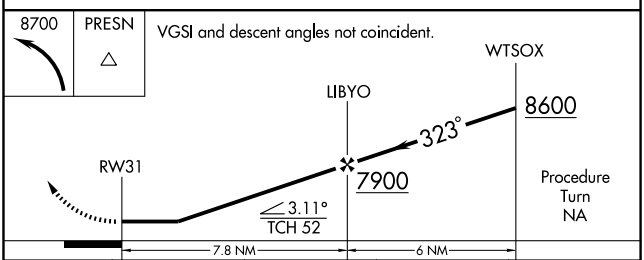
ATIS	SALT LAKE CENTER	HAILEY TOWER ★	GND CON	UNICOM
128.225	118.05 353.0	125.6 (CTAF) L	121.7	122.95



Procedure NA for arrivals at SOLDE via V444 northwestbound and arrivals at PRESN via V500 westbound, V484 southbound.

Holding not required at MENIN via V500 westbound, V231 northbound.





CATEGORY	A	B	C	D
LNAV MDA	7080-1¼ 1790 (1800-1¼)	7080-1½ 1790 (1800-1½)	7080-3 1790 (1800-3)	NA
CIRCLING	7180-1¼ 1862 (1900-1¼)	7180-1½ 1862 (1900-1½)	7180-3 1862 (1900-3)	NA

NW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	6631
314°	TDZE	5290
	Apt Elev	5318

RNAV (RNP) Y RWY 31

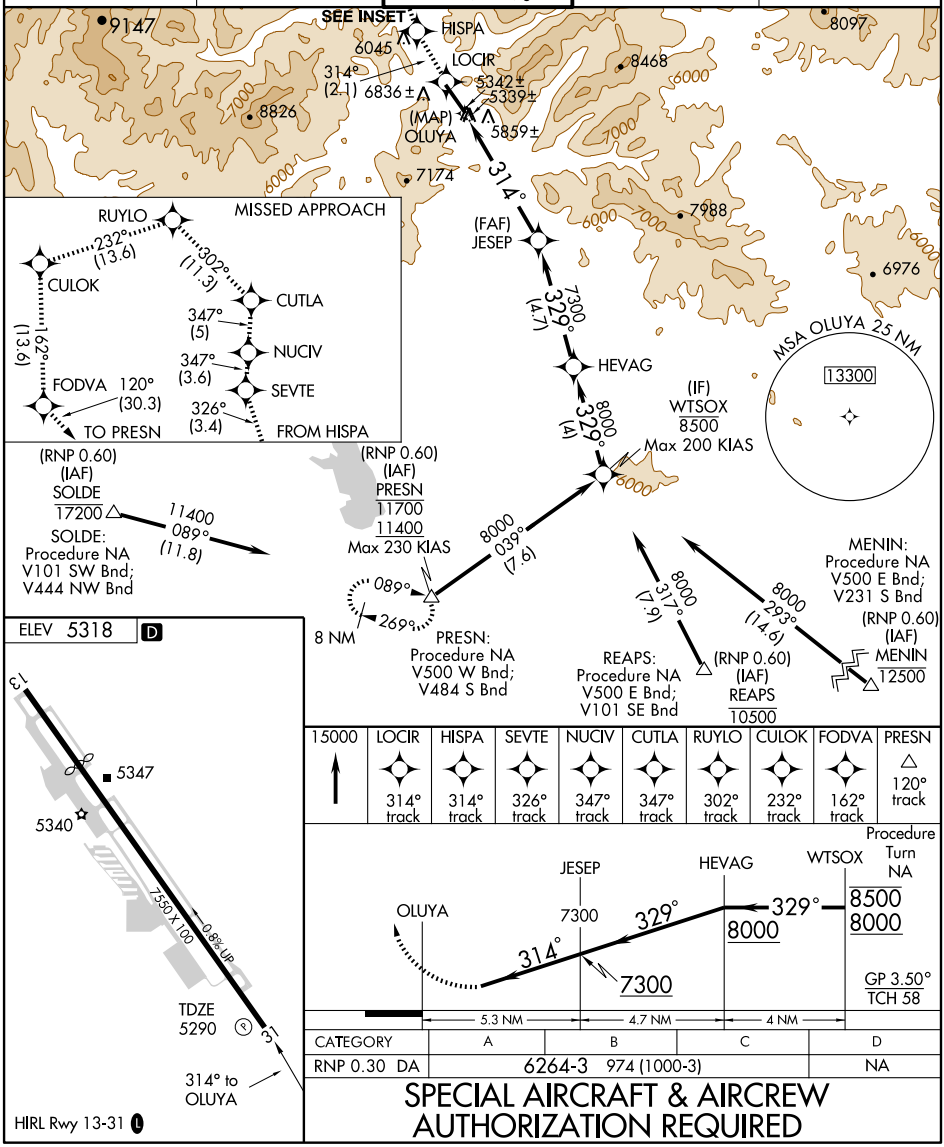
HAILEY/FRIEDMAN MEMORIAL (SUN)

T NA

GPS required. When VGSI inoperative, procedure NA at night. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-14°F) or above 37°C (99°F). Missed approach requires RNP less than 1.0 and minimum climb of 330 feet per NM to 14500. Visibility reduction by helicopters NA. Final approach course offset 5.00°.

MISSED APPROACH: Climb to 15000 via 314° track to LOCIR, 314° track to HISPA, 326° track to SEVTE, 347° track to NUCIV, 347° track to CUTLA, 302° track to RUYLO, 232° track to CULOK, 162° track to FODVA, 120° track to PRESN and hold.

ATIS	SALT LAKE CENTER	HAILEY TOWER★	GND CON	UNICOM
128.225	118.05 353.0	125.6 (CTAF) L	121.7	122.95



CATEGORY	A	B	C	D
RNP 0.30 DA	6264-3 974 (1000-3)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

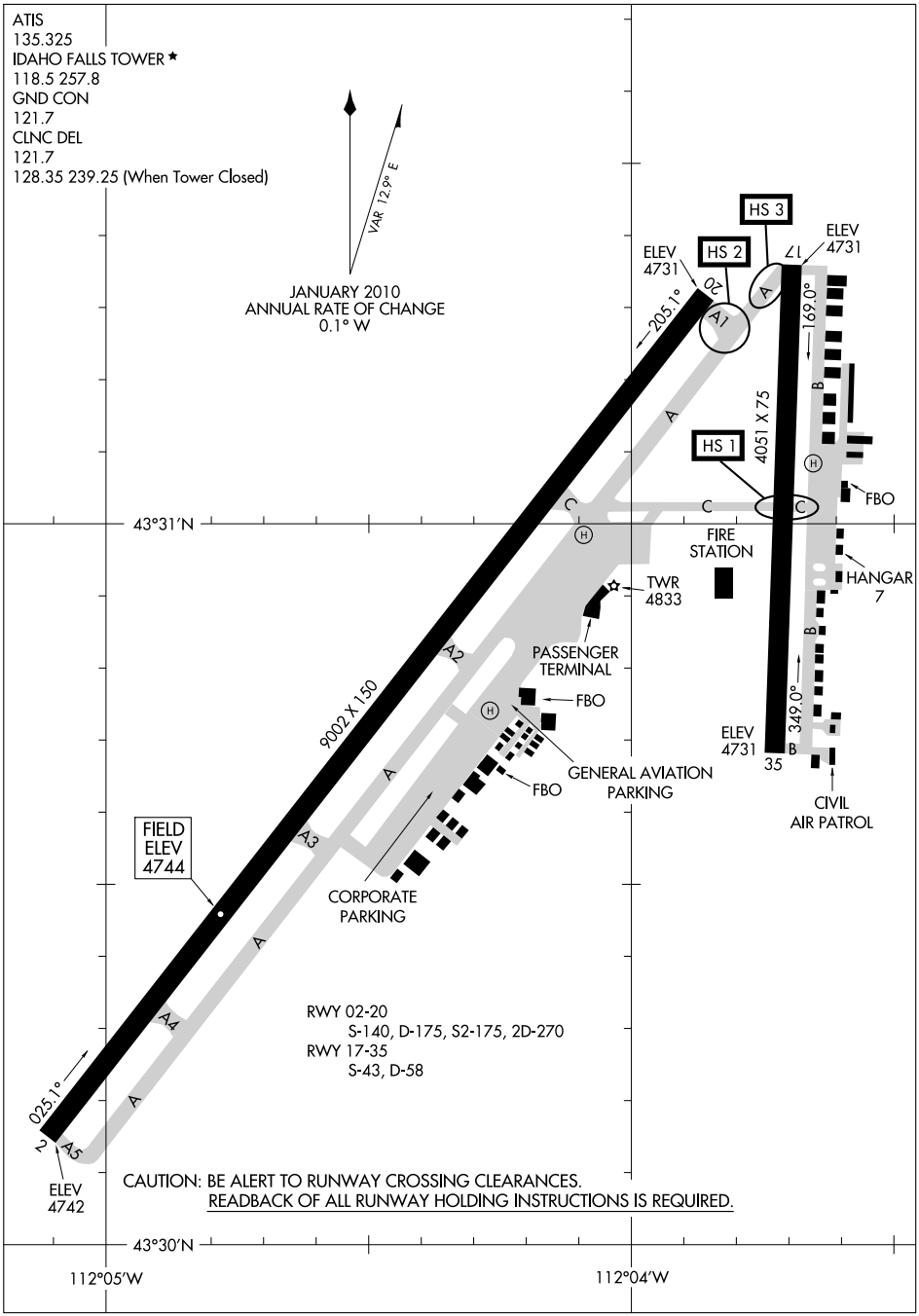
NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-590 (FAA)

IDAHO FALLS RGNL (IDA)
IDAHO FALLS, IDAHO



NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

IDAHO FALLS, IDAHO
IDAHO FALLS RGNL (IDA)

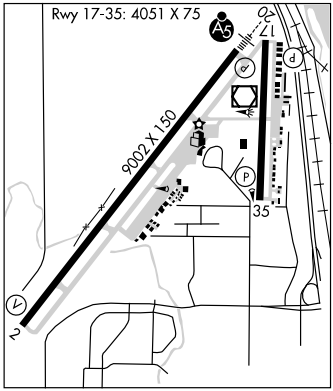
10266

IDAHO FALLS RGNL (IDA) 2 NW UTC−7(−6DT) N43°30.82′ W112°04.25′

SALT LAKE CITY
H–3D, L–11D
IAP, AD

4744 B S4 **FUEL** 100LL, JET A1 OX 1, 2, 3, 4 TPA–See remarks Class I, ARFF Index B
NOTAM FILE IDA

RWY 02–20: H9002X150 (ASPH–GRVD) S–140, D–175, 2S–175, 2D–270 HIRL
RWY 02: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 20: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 17–35: H4051X75 (ASPH) S–43, D–58 MIRL
RWY 17: PAPI(P4L)—GA 3.0° TCH 40′.
RWY 35: PAPI(P4L)—GA 3.5° TCH 45′. Antenna.



AIRPORT REMARKS: Attended 1230–0430Z‡. Sfc conditions unmonitored Nov–Mar 0600–1130Z‡ and Apr–Oct 2230–1200Z‡. Flocks of birds and waterfowl on and invof arpt all year. Extensive agricultural ops. Acft ops be alert for possible incursions, no line of sight between rwys. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 208–529–1221. TPA–6244 (1500) multi–engine/turbojet acft, 5744 (1000) single–engine acft, 5244 (500) rotorcraft. Rwy 20 touchdown runway visual range avbl. When twr is clsd, Twy A between Twy A1 and the hold short line for Rwy 17 is clsd in order to protect Rwy 20 precision apchs. When twr clsd, ACTIVATE HIRL Rwy 02–20, REIL Rwy 02 and MALSR Rwy 20—CTAF.

WEATHER DATA SOURCES: ASOS 135.325 (208) 524–4553 or (208) 524–6048.

COMMUNICATIONS: CTAF 118.5 **ATIS** 135.325 (208) 524–6048. **UNICOM** 122.95
RCO 122.55 (BOISE RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 128.35
TOWER 118.5 (1400–0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7 (1400–0300Z‡)
128.35 (SALT LAKE CITY CENTER 0300–1400Z‡)

AIRSPACE: CLASS D svc 1400–0300Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IDA.
(H) VORW/DME 113.85 IDA Chan 85(Y) N43°31.14′ W112°03.84′ at fld. 4724/15E.
SWEDEN NDB (MHW) 350 SWU N43°25.93′ W112°09.75′ 024° 6.3 NM to fld.
NDB unusable 025°–080° beyond 20 NM all altitudes.
UCONN NDB (LOM) 324 ID N43°35.87′ W111°58.84′ 201° 6.4 NM to fld.
ILS/DME 111.1 I–IDA Chan 48 Rwy 20 Class IB. LOM UCONN NDB.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

INDIAN CREEK USFS (S81) 0 NE UTC−7(−6DT) N44°45.67′ W115°06.44′

GREAT FALLS

4701 NOTAM FILE BOI

RWY 04–22: 4650X40 (DIRT)
RWY 04: Tree. **RWY 22:** Tree.

AIRPORT REMARKS: Unattended. No winter maintenance. Tfc observance in vicinity of Pistol Creek Arpt located 2.5 miles upstream. Be advised USFS recommends, when departing up or down stream remain in main canyon. Do not attempt to climb outside canyons. Rwy 04–22 edges and thlds marked with white rocks, Rwy 04–22 40′ useable width, rwy edge markers are 100′ apart.

COMMUNICATIONS: CTAF 122.9

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/		
KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-IDA	APP CRS	Rwy ldg	9002
111.1	203°	TDZE	4735
Chan 48		Apt Elev	4744

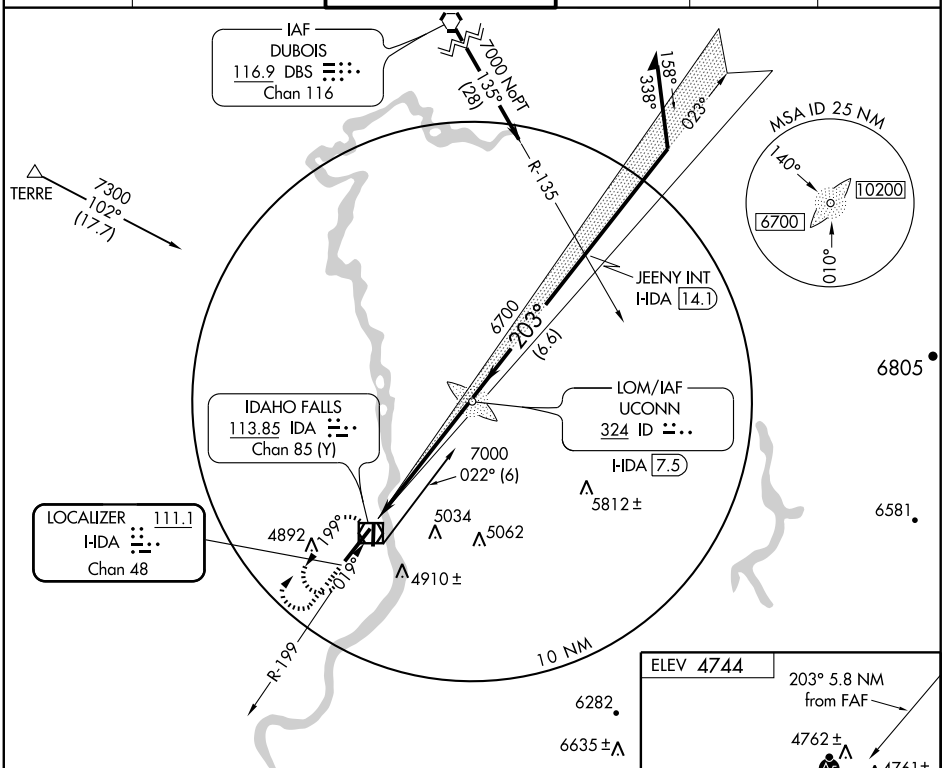
ILS or LOC RWY 20
IDAHO FALLS RGNL (IDA)

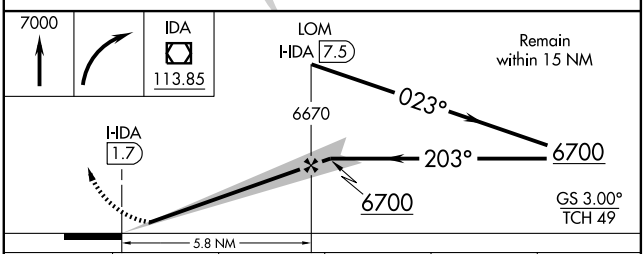
* Visibility CAT A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

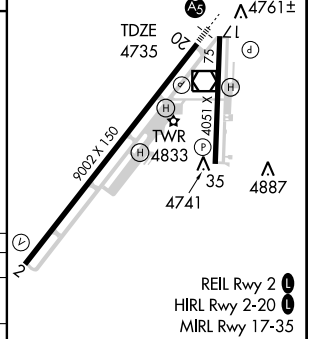
MALSR

MISSED APPROACH: Climb to 7000, then right turn direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER*	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95







CATEGORY	A	B	C	D	E
S-ILS 20	*4935/24 200 (200-½)				
S-LOC 20	5140/24 405 (400-½)		5140/40 405 (400-¾)		5140/50 405 (400-1)
CIRCLING	5200-1 456 (500-1)	5220-1 476 (500-1)	5260-1½ 516 (600-1½)	5340-2 596 (600-2)	5420-2½ 676 (700-2½)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NW-1, 21 OCT 2010 to 18 NOV 2010

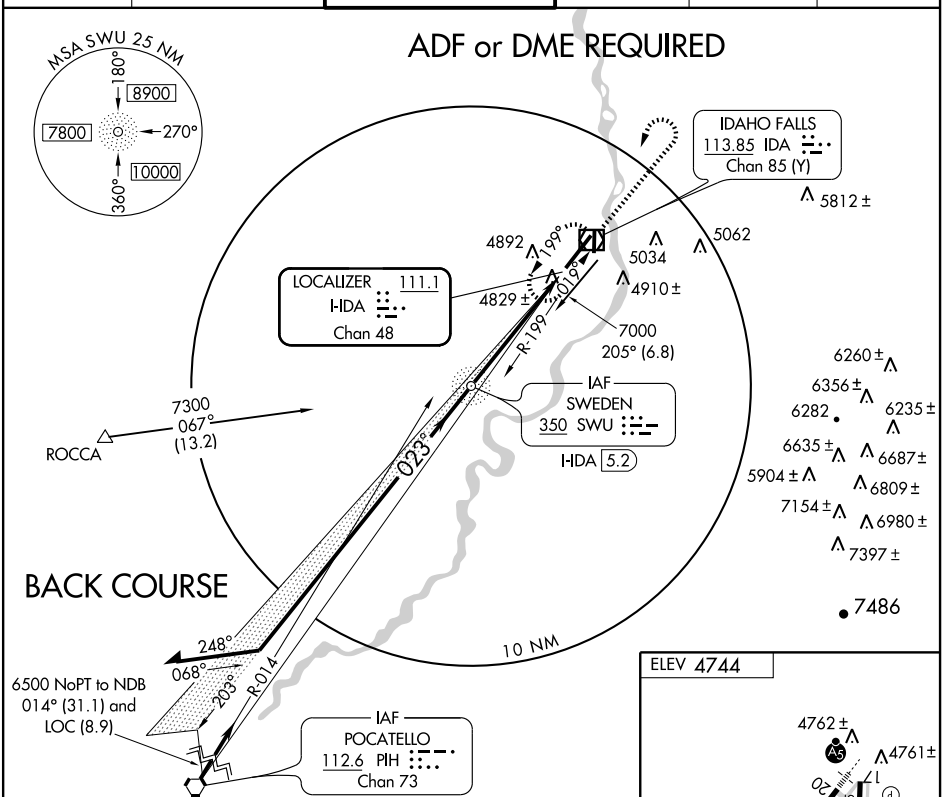
NW-1, 21 OCT 2010 to 18 NOV 2010

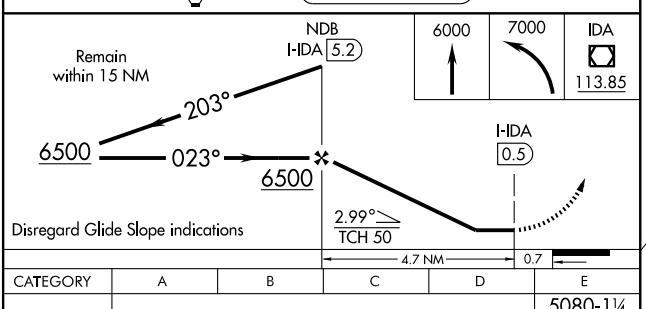
LOC/DME I-IDA	APP CRS	Rwy ldg	9002
111.1	023°	TDZE	4744
Chan 48		Apt Elev	4744

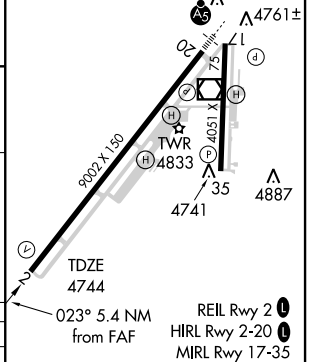
LOC BC RWY 2
IDAHO FALLS RGNL (IDA)

MISSED APPROACH: Climb to 6000 then climbing left turn to 7000 direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95







CATEGORY	A	B	C	D	E
S-LOC 2	5080-1 336 (400-1)				5080-1¼ 336 (400-1¼)
CIRCLING	5200-1 456 (500-1)	5220-1 476 (500-1)	5260-1½ 516 (600-1½)	5340-2 596 (600-2)	5420-2½ 676 (700-2½)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

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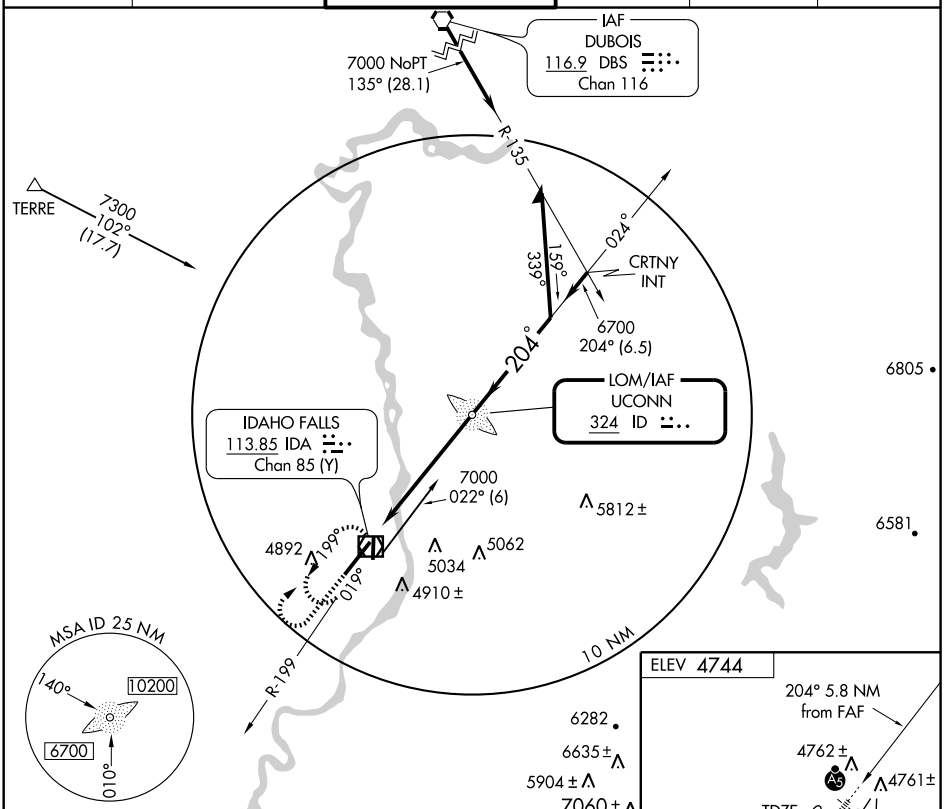
LOM ID	APP CRS	Rwy ldg	9002
324	204°	TDZE	4735
		Apt Elev	4744

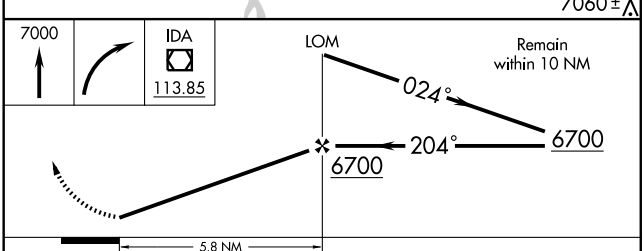
NDB RWY 20
IDAHO FALLS RGNL (IDA)

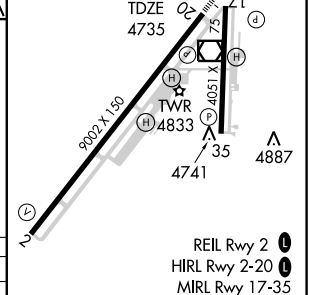
MALSR

MISSED APPROACH: Climb to 7000 then right turn direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95







CATEGORY	A	B	C	D
S-20	5220/40 485 (500-¾)			5220/60 485 (500-1¼)
CIRCLING	5220-1 476 (500-1)		5260-1½ 516 (600-1½)	5340-2 596 (600-2)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

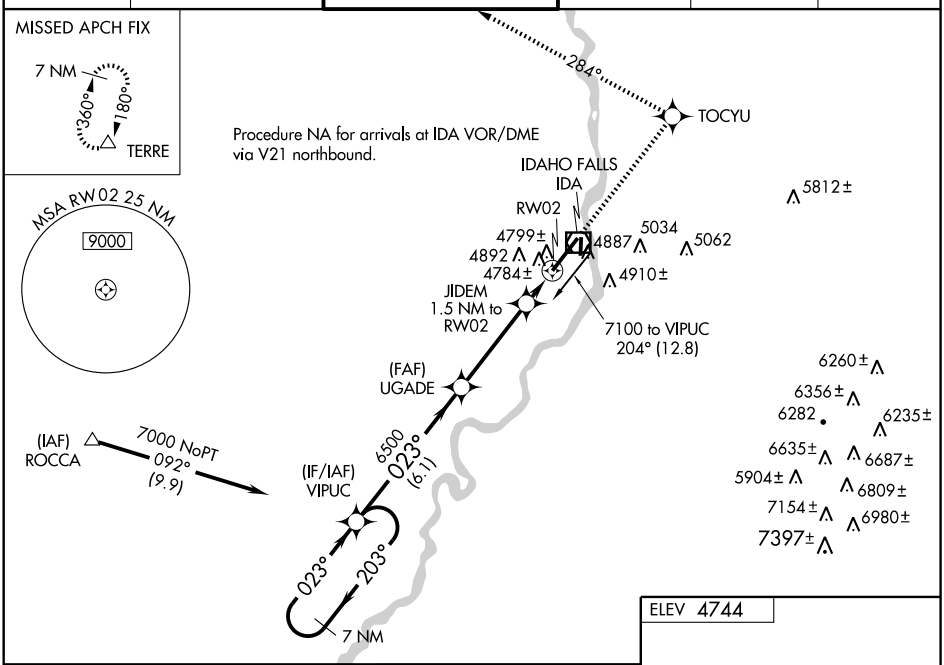
WAAS CH 97501 W02A	APP CRS 023°	Rwy ldg 9002 TDZE 4744 Apt Elev 4744

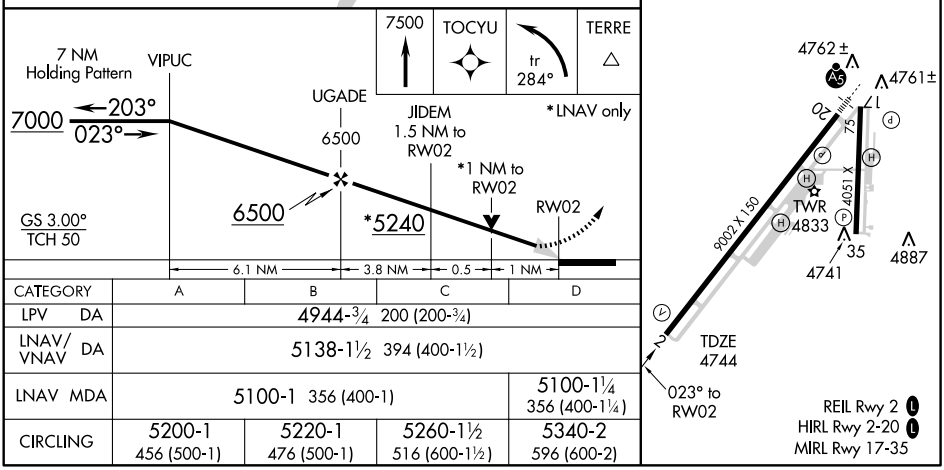
RNAV (GPS) Y RWY 2
IDAHO FALLS RGNL (IDA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Rexburg altimeter setting. When local altimeter setting not received, use Rexburg altimeter setting and increase all DA 68 feet and all MDA 80 feet and increase LPV visibility all Cats, LNAV and Circling Cat D visibility ¼ mile. When VGSI inoperative, Circling Rwy 35 NA at night.

MISSED APPROACH: Climb to 7500 direct TOCYU and left turn on track 284° to TERRE and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER ★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	4944-¾ 200 (200-¾)			
LNAV/VNAV DA	5138-1½ 394 (400-1½)			
LNAV MDA	5100-1 356 (400-1)			5100-1¼ 356 (400-1¼)
CIRCLING	5200-1 456 (500-1)	5220-1 476 (500-1)	5260-1½ 516 (600-1½)	5340-2 596 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH **40111** **W20A**	APP CRS **203°**	Rwy ldg **9002** TDZE **4735** Apt Elev **4744**

RNAV (GPS) Y RWY 20

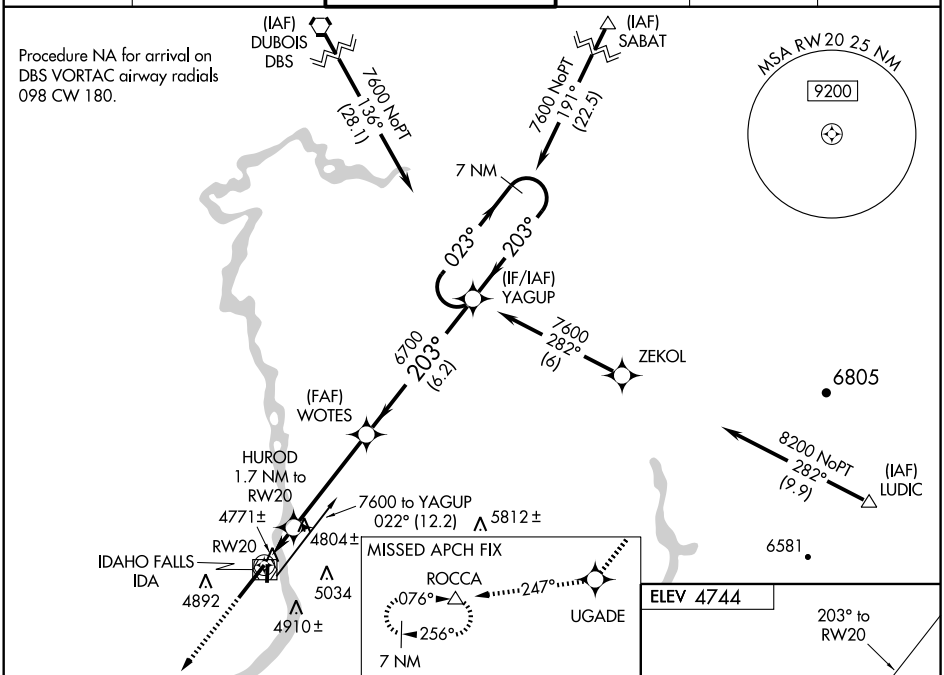
IDAHO FALLS RGNL (IDA)

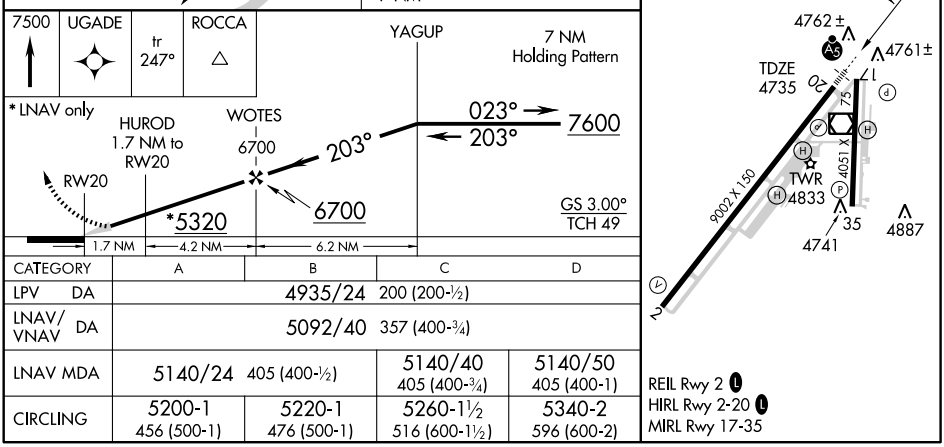
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Rexburg altimeter setting. When local altimeter setting not received, use Rexburg altimeter setting and increase all DA 68 feet and all MDA 80 feet and increase LNAV/VNAV visibility all Cats and Circling Cat D visibility ¼ mile. When VGSI inop, circling Rwy 35 NA at night. For inoperative MALSR increase visibility LNAV Cat D to RVR 6000. For inoperative MALSR when using Rexburg altimeter setting increase LPV visibility all Cats to RVR 5000.

MALSR

MISSED APPROACH: Climb to 7500 direct UGADE and on track 247° to ROCCA and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	4935/24 200 (200-½)			
LNAV/VNAV DA	5092/40 357 (400-¾)			
LNAV MDA	5140/24 405 (400-½)		5140/40 405 (400-¾)	5140/50 405 (400-1)
CIRCLING	5200-1 456 (500-1)	5220-1 476 (500-1)	5260-1½ 516 (600-1½)	5340-2 596 (600-2)

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NW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	9002
023°	TDZE	4744
	Apt Elev	4744

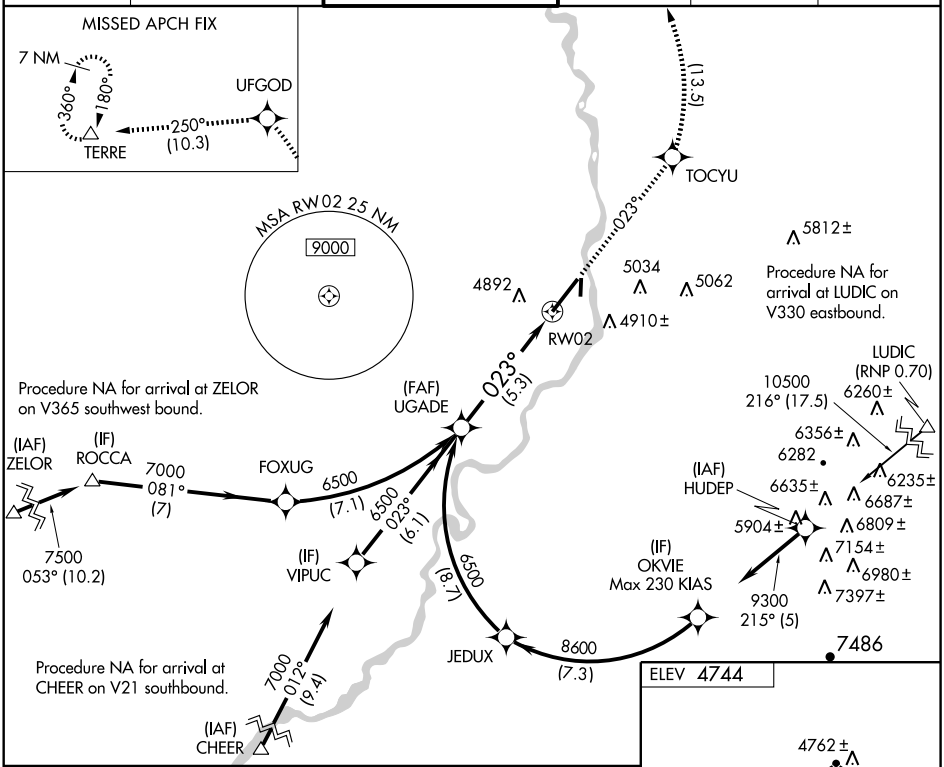
RNAV (RNP) Z RWY 2

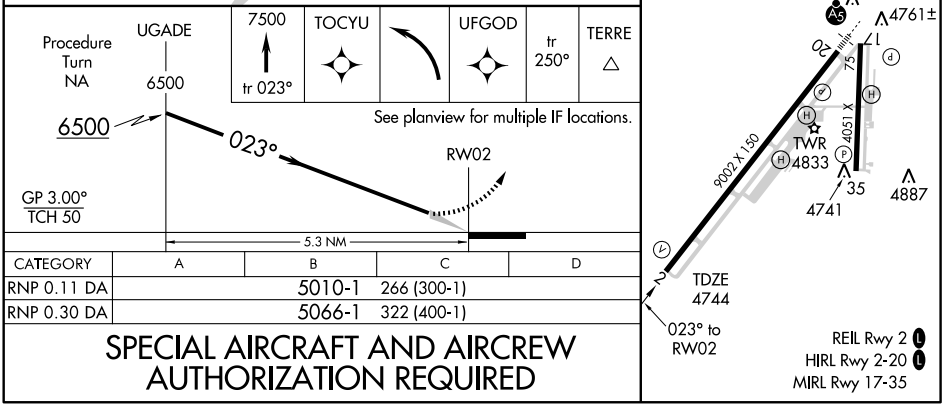
IDAHO FALLS RGNL (IDA)

GPS and RF required.
For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 39°C (102°F).

MISSED APPROACH: Climb to 7500 on track 023° to TOCYU, left turn to UFGOD, then track 250° to TERRE and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER ★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95





CATEGORY	A	B	C	D
RNP 0.11 DA	5010-1	266 (300-1)		
RNP 0.30 DA	5066-1	322 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	9002
203°	TDZE	4735
	Apt Elev	4744

RNAV (RNP) Z RWY 20

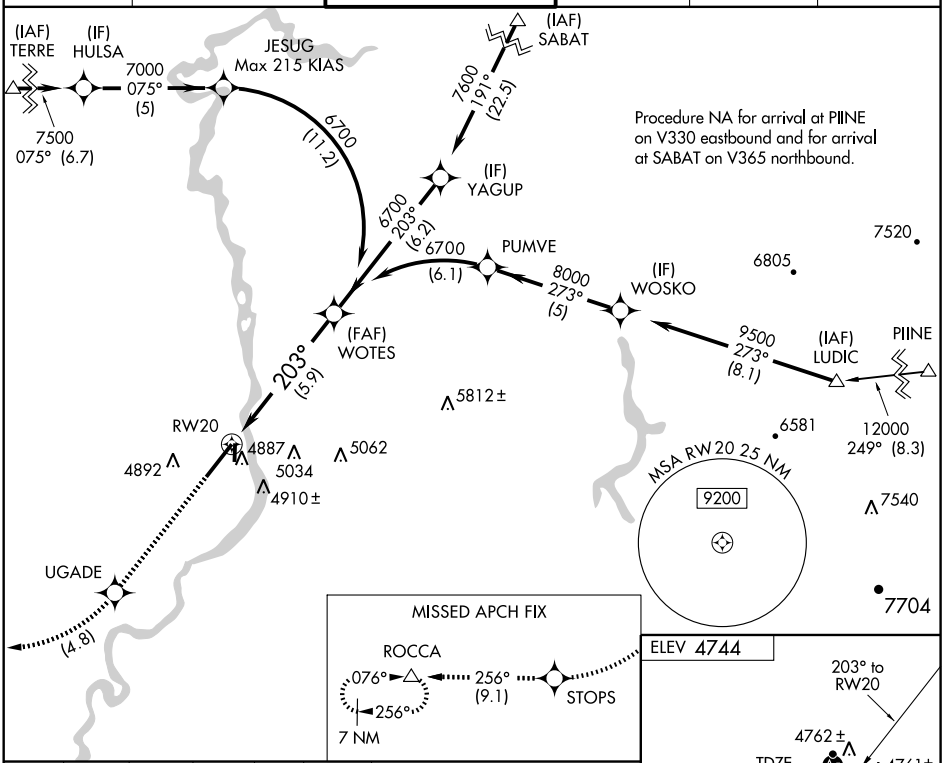
IDAHO FALLS RGNL (IDA)

GPS and RF required. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 39°C (102°F).
For inoperative MALSR increase RNP 0.11 and RNP 0.20 visibility all Cats to RVR 5000, increase RNP 0.30 visibility all Cats to RVR 6000.

MALSR

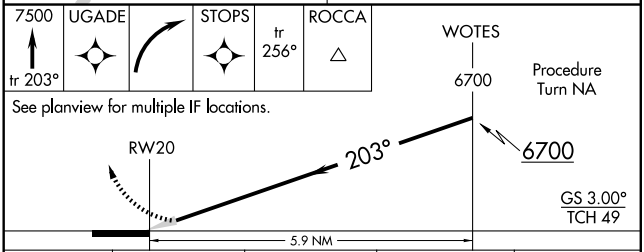
MISSED APPROACH: Climb to 7500 on track 203° to UGADE, right turn to STOPS, then track 256° to ROCCA and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95



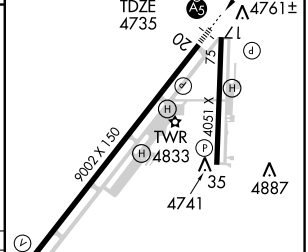
7500	UGADE		STOPS	tr 256°	ROCCA
tr 203°					

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.11 DA	5008/24	273 (300-½)		
RNP 0.30 DA	5058/40	323 (400-¾)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwy 2 L
HIRL Rwy 2-20 L
MIRL Rwy 17-35

NW-1, 21 OCT 2010 to 18 NOV 2010

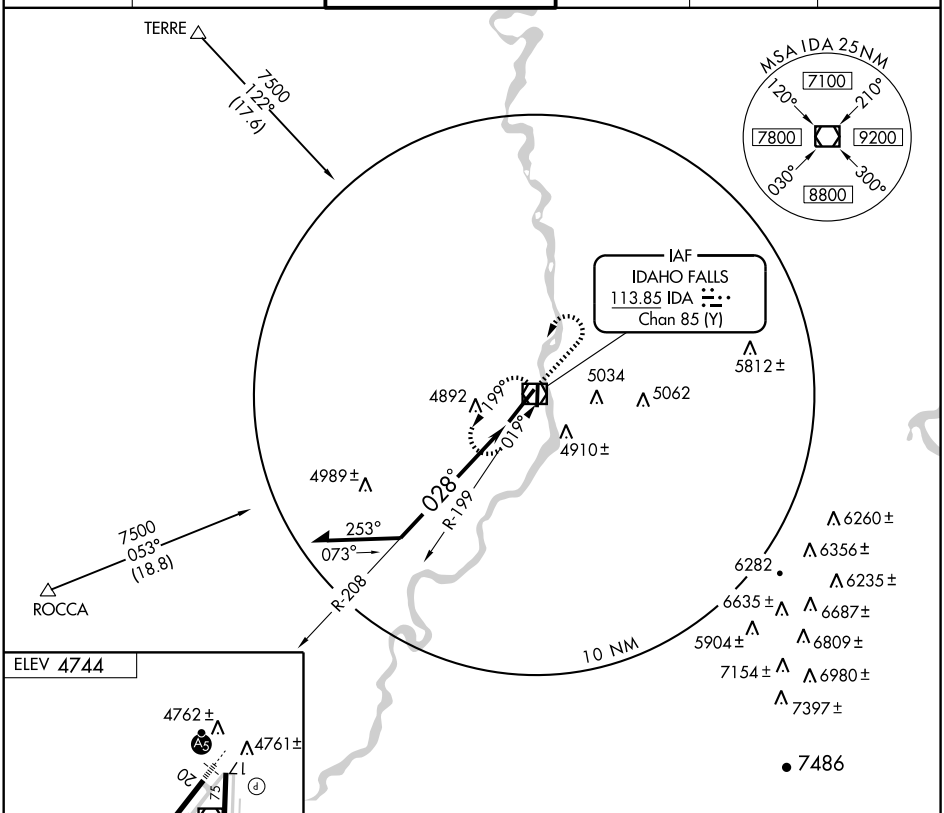
NW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME IDA	APP CRS	Rwy ldg	9002
113.85	028°	TDZE	4744
Chan 85 (Y)		Apt Elev	4744

VOR RWY 2
IDAHO FALLS RGNL (IDA)

MISSED APPROACH: Climb to 6000 then climbing left turn to 7000 direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95



CATEGORY	A	B	C	D
S-2	5300-1 556 (600-1)		5300-1½ 556 (600-1½)	5300-1¾ 556 (600-1¾)
CIRCLING	5300-1 556 (600-1)		5300-1½ 556 (600-1½)	5340-2 596 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME IDA	APP CRS	Rwy ldg	9002
113.85	192°	TDZE	4735
Chan 85 (Y)		Apt Elev	4744

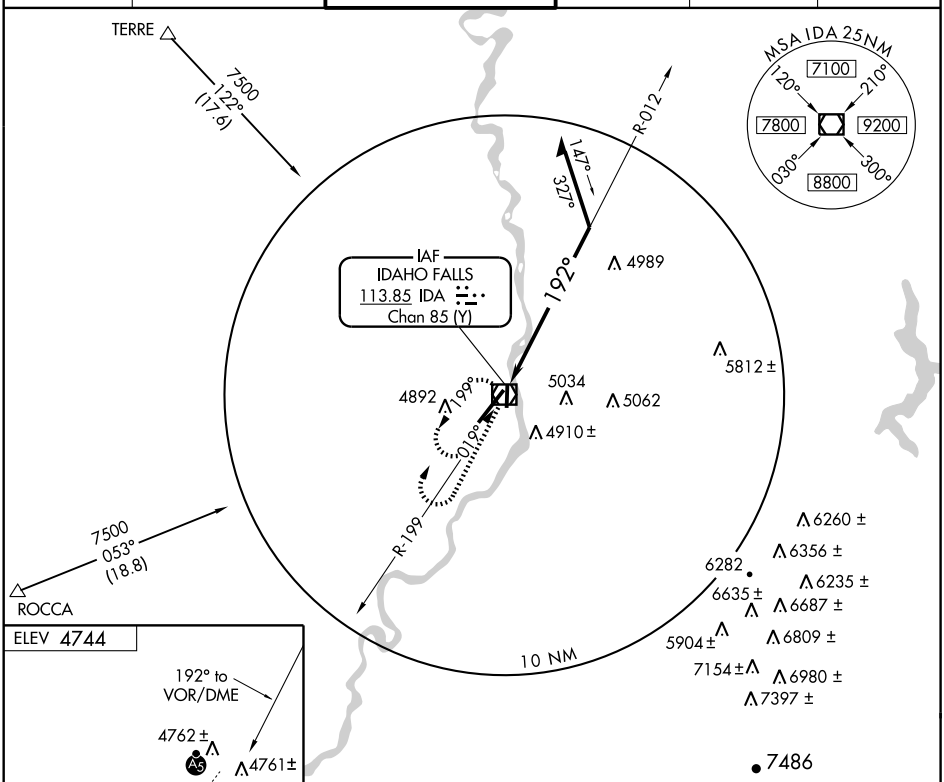
VOR RWY 20
IDAHO FALLS RGNL (IDA)

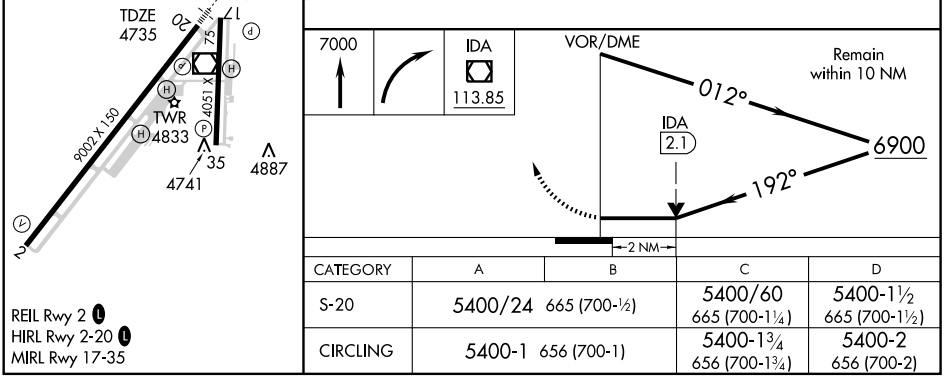
When local altimeter setting not received, use Rexburg-Madison County altimeter setting and increase all MDA 80 feet and increase all Cat B visibilities ¼ mile and increase all Cat C and D visibilities ½ mile.
When VGSI inoperative, circling Rwy 35 NA at night.
VDP NA when using Rexburg-Madison County altimeter setting.

MALSR

MISSED APPROACH: Climb to 7000 then right turn direct IDA VOR/DME and hold.

ATIS	SALT LAKE CENTER	IDAHO FALLS TOWER★	GND CON	CLNC DEL	UNICOM
135.325	128.35 239.25	118.5 (CTAF) L 257.8	121.7	121.7	122.95



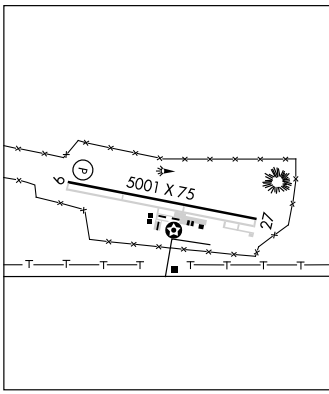


CATEGORY	A	B	C	D
S-20	5400/24 665 (700-½)		5400/60 665 (700-1¼)	5400-1½ 665 (700-1½)
CIRCLING	5400-1 656 (700-1)		5400-1¾ 656 (700-1¾)	5400-2 656 (700-2)

REIL Rwy 2 L
HIRL Rwy 2-20 L
MIRL Rwy 17-35

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

JEROME CO (JER) 3 E UTC−7(−6DT) N42°43.60′ W114°27.40′ **SALT LAKE CITY**
4053 B S4 **FUEL** 100LL, JET A NOTAM FILE JER **H–3D, L–11C**
RWY 09–27: H5001X75 (ASPH) S–12.5 MIRL 1.8% up E **IAP**
RWY 09: PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 27: Fence.
AIRPORT REMARKS: Attended continuously. Deer and wildlife on arpt. CAUTION: Tower 690′ AGL located 1.8 NM east–northeast of arpt. Reflectors on parallel twy. ACTIVATE MIRL Rwy 09–27 and arpt bcn—CTAF.
WEATHER DATA SOURCES: ASOS 135.225 (208) 324–7076.
COMMUNICATIONS: CTAF/UNICOM 122.8
TWIN FALLS APP/DEP CON 126.7 (1300–0400Z‡)
SALT LAKE CENTER APP/DEP CON 118.05 (0400–1300Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ 348° 14.9 NM to fld. 4140/18E.



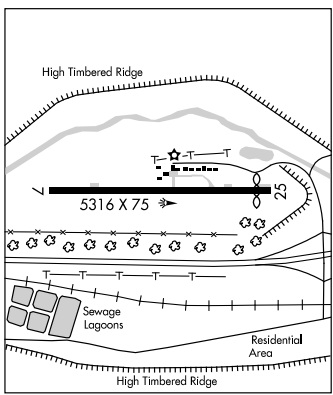
JOHNSON CREEK (See YELLOW PINE)

JOSLIN FLD–MAGIC VALLEY RGNL (See TWIN FALLS)

KAMIAH MUNI (S73) 1 SE UTC−8(−7DT) N46°13.19′ W116°00.83′ **GREAT FALLS**
1194 TPA—2194(1000) NOTAM FILE BOI
RWY 14–32: 3000X90 (TURF) LIRL (NSTD)
RWY 14: Brush. Rgt tfc. **RWY 32:** Fence.
AIRPORT REMARKS: Attended irregularly. Numerous obstructions on both rwy apchs. Downdrafts prevalent over river on Rwy 32 apch. Canadian geese on and in vicinity of arpt. Not recommended transient pilots land after dark without first becoming familiar with arpt due to high terrain 0.5 mi from rwy. For rwy conditions during winter months call arpt manager 208–935–0089. ACTIVATE LIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF 122.9

KELLOGG

SHOSHONE CO (S83) 3 W UTC−8(−7DT) N47°32.84′ W116°11.34′ **GREAT FALLS**
2227 B S3 **FUEL** 100LL TPA—3227(1000) NOTAM FILE BOI **H–1D, L–13B**
RWY 07–25: H5316X75 (ASPH) S–14 MIRL
RWY 07: Tree. Rgt tfc. **RWY 25:** Thld dsplcd 335′. Tree.
AIRPORT REMARKS: Attended daylight hours. ACTIVATE MIRL Rwy 07–25—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.
MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42′ W115°38.76′ 264° 22.7 NM to fld. 6100/20E. **HIWAS.**



APP CRS	Rwy ldg	5001
086°	TDZE	4019
	Apt Elev	4053

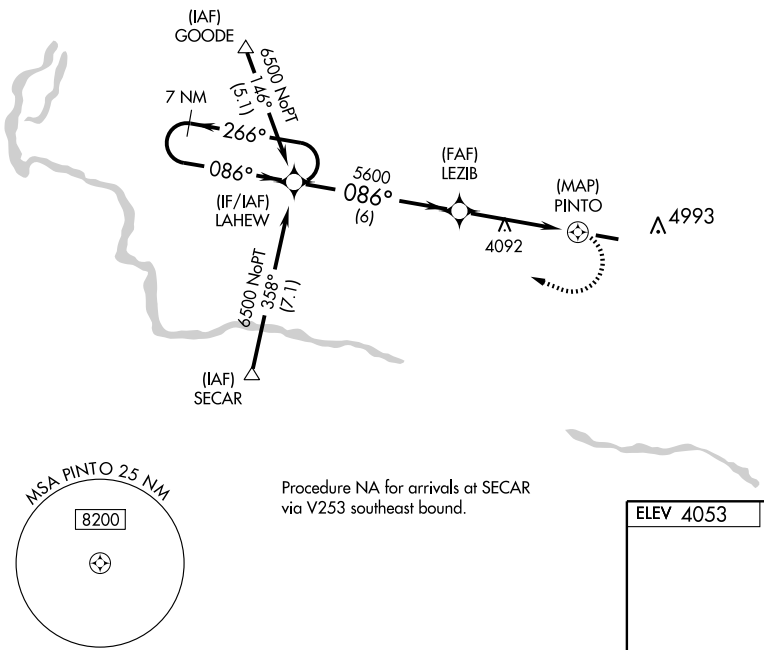
RNAV (GPS) RWY 9
JEROME COUNTY (JER)

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Twin Falls altimeter setting and increase all MDA 60 feet, and increase LNAV Cat. D visibility ¼ mile.

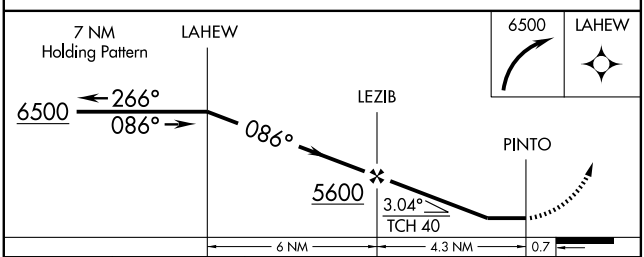
MISSED APPROACH: Climbing right turn to 6500 direct LAHEW and hold.

ASOS	TWIN FALLS APP CON ★	SALT LAKE CENTER	UNICOM
135.225	126.7 353.75	118.05 363.0	122.8 (CTAF) L

Procedure NA for arrivals at GOODE via V4 northwest bound and V293 northwest bound.



Procedure NA for arrivals at SECAR via V253 southeast bound.



ELEV 4053

CATEGORY	A	B	C	D
LNAV MDA	4420-1 401 (400-1)		4420-1¼ 401 (400-1¼)	
CIRCLING	4480-1 427 (500-1)	4560-1 507 (600-1)	4560-1½ 507 (600-1½)	4620-2 567 (600-2)

MIRL Rwy 9-27 L

NW-1, 21 OCT 2010 to 18 NOV 2010

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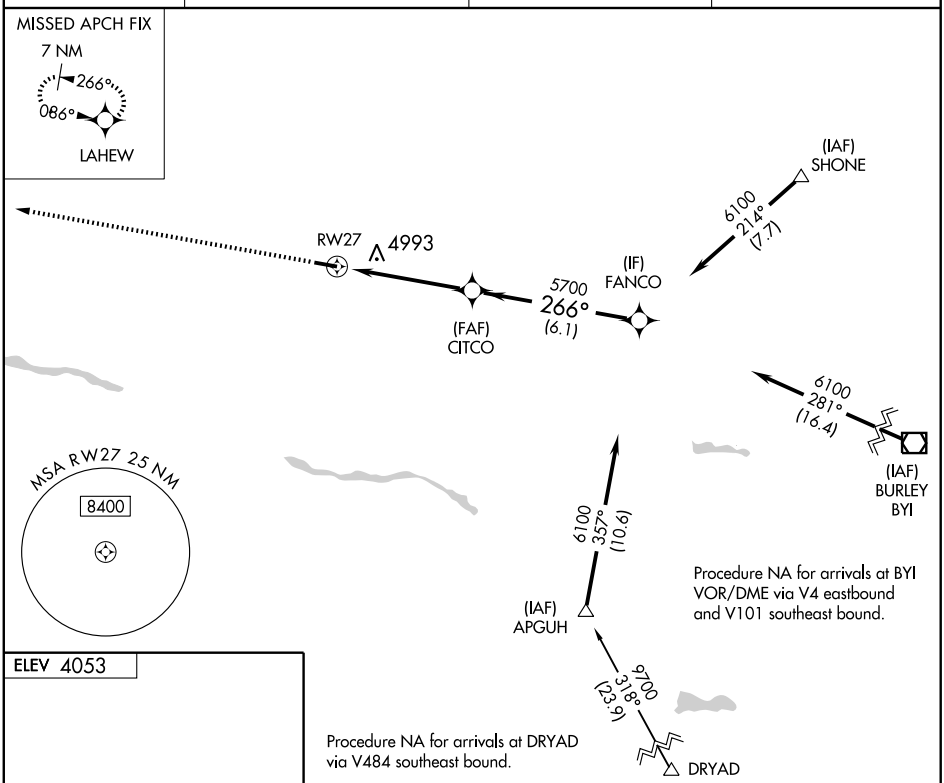
WAAS CH **90514** **W27A**	APP CRS **266°**	Rwy ldg **5001** TDZE **4053** Apt Elev **4053**

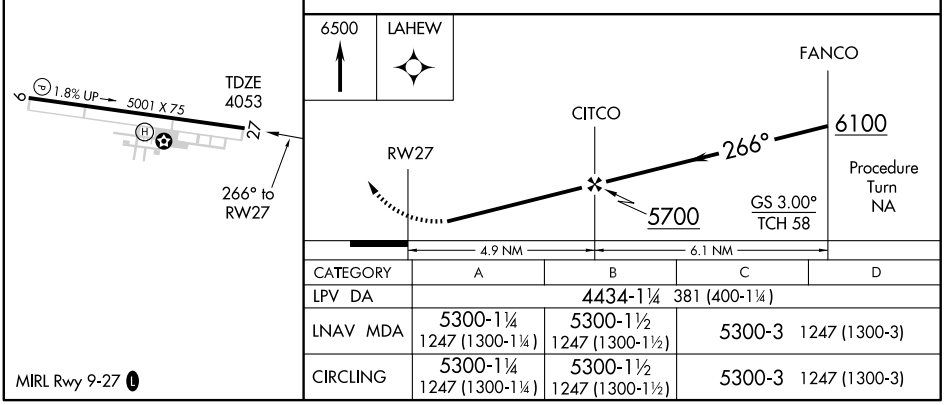
RNAV (GPS) RWY 27
JEROME COUNTY (JER)

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Twin Falls altimeter setting and increase all DA 49 feet, and all MDA 60 feet, and increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 6500 direct LAHEW and hold.

ASOS	TWIN FALLS APP CON ★	SALT LAKE CENTER	UNICOM
135.225	**126.7 353.75**	**118.05 363.0**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4434-1¼ 381 (400-1¼)			
LNAV MDA	5300-1¼ 1247 (1300-1¼)	5300-1½ 1247 (1300-1½)	5300-3 1247 (1300-3)	
CIRCLING	5300-1¼ 1247 (1300-1¼)	5300-1½ 1247 (1300-1½)	5300-3 1247 (1300-3)	

MIRL Rwy 9-27 L

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

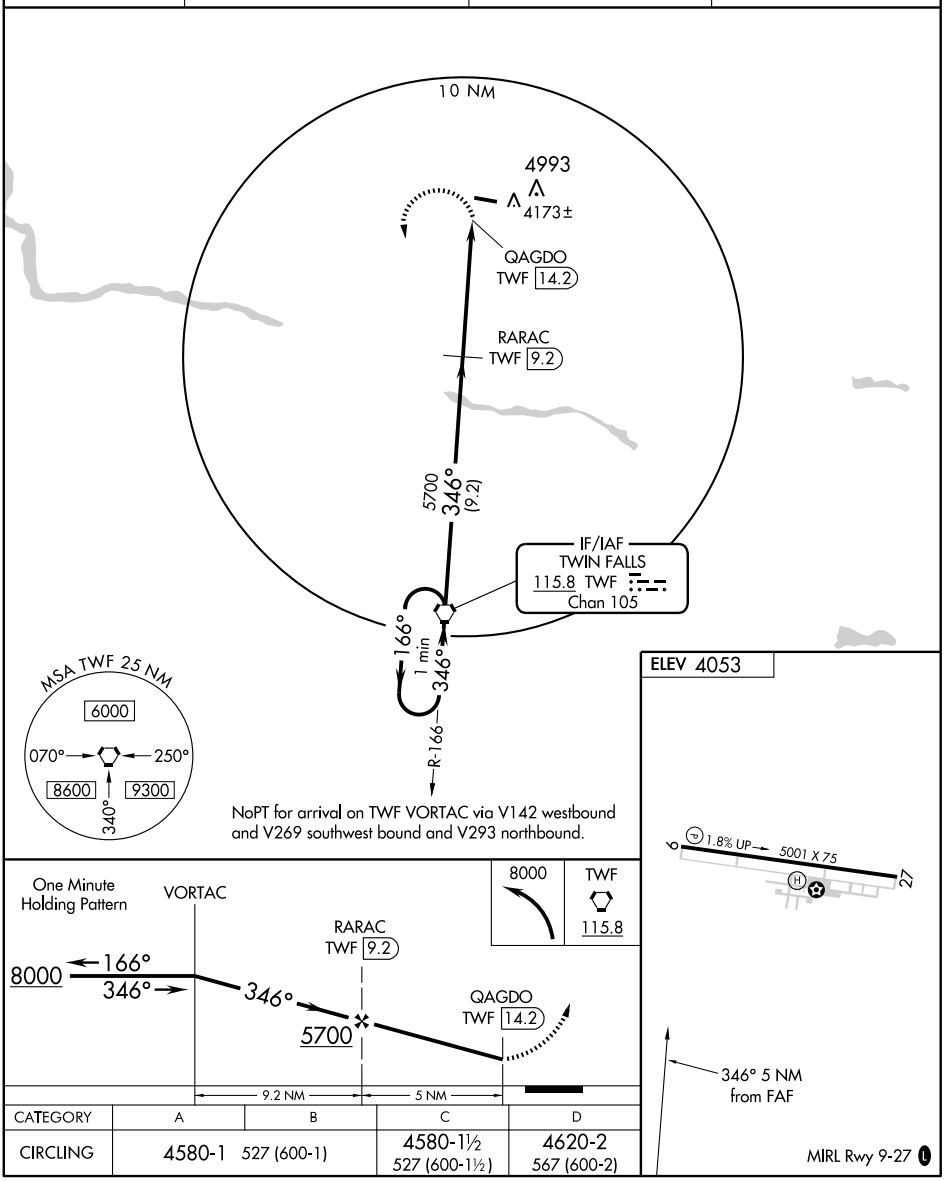
VORTAC TWF 115.8 Chan 105	APP CRS 346°	Rwy ldg N/A TDZE N/A Apt Elev 4053

VOR/DME-A
JEROME COUNTY (JER)

Circling NA north of Rwy 9-27. When local altimeter setting not received, use Twin Falls altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 8000 direct TWF VORTAC and hold, continue climb-in-hold to 8000.

ASOS	TWIN FALLS APP CON ★	SALT LAKE CENTER	UNICOM
135.225	126.7 353.75	118.05 363.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	4580-1 527 (600-1)		4580-1½ 527 (600-1½)	4620-2 567 (600-2)

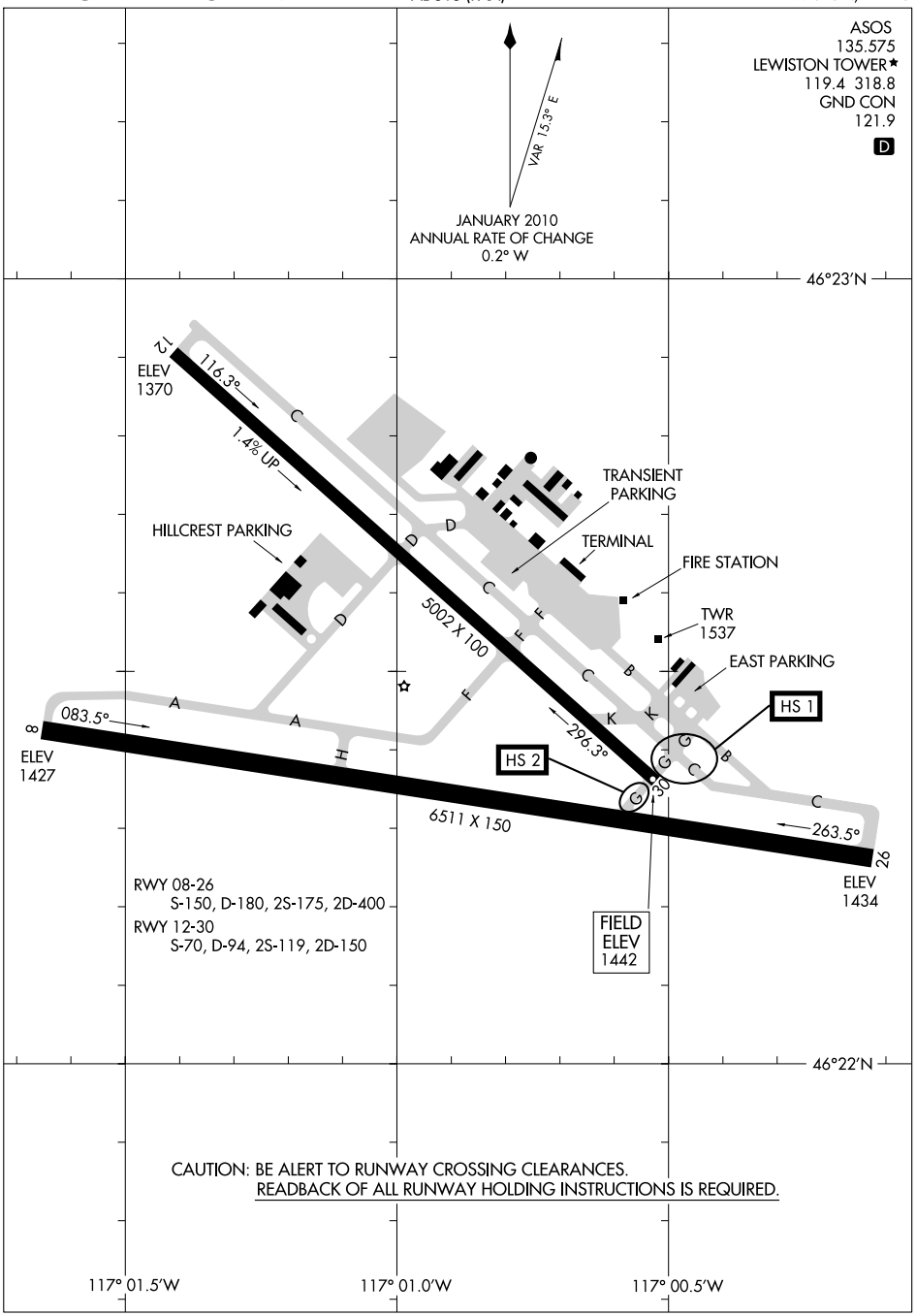
NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LEWISTON-NEZ PERCE COUNTY (LWS)
LEWISTON, IDAHO

AL-515 (FAA)



NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
LEWISTON, IDAHO
LEWISTON-NEZ PERCE COUNTY (LWS)
10266

LEADORE (UØØ) 0 S UTC−7(−6DT) N44°40.39′ W113°21.15′ **GREAT FALLS**
6018 NOTAM FILE BOI
RWY 11–29: 3500X140 (ASPH–TURF) RWY LGTS (NSTD)
RWY 11: Poles. **RWY 29:** Fence.
RWY 16–34: 2900X90 (TURF)
RWY 16: Building. **RWY 34:** Fence.
AIRPORT REMARKS: Unattended. Numerous buildings in apch to Rwy 11. Rwy 11–29 2300′ asph section starting at Rwy 11 end. Rwy 16 –3′ road at 200′ on centerline, +30′ pole 250′ 60′ left, numerous other obstruction to +10′ at 100′ to 400′ in the apch zone. Agricultural irrigation equipment +15′ may be located within 50′ of AER 34. Rwy 11–29 surface rough. Rwy 16–34 surface rough. Rwy 11 last 1200′ not lgtd.
COMMUNICATIONS: CTAF 122.9

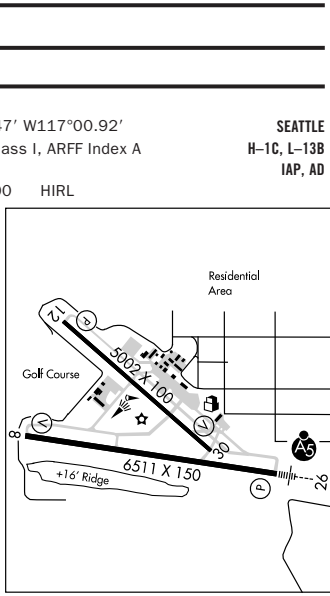
LEE WILLIAMS MEM (See MIDVALE)

LEMHI CO (See SALMON)

LEWISTON

LEWISTON–NEZ PERCE CO (LWS) 2 S UTC−8(−7DT) N46°22.47′ W117°00.92′ **SEATTLE**
1442 B S4 **FUEL** 100, 100LL, JET A TPA—See Remarks Class I, ARFF Index A **H–1C, L–13B**
NOTAM FILE LWS **IAP, AD**
RWY 08–26: H6511X150 (ASPH–PFC) S–150, D–180, 2S–175, 2D–400 HIRL
RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 26: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Tree.
RWY 12–30: H5002X100 (ASPH–GRVD) S–70, D–94, 2S–119, 2D–150 MIRL 1.4% up SE
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 30: VASI(V4R)—GA 3.0° TCH 47′. Antenna.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA–6511	TODA–6511	ASDA–6511	LDA–6511
RWY 12:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002
RWY 26:	TORA–6511	TODA–6511	ASDA–6511	LDA–6511
RWY 30:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002



AIRPORT REMARKS: Attended 1330–0500Z‡. CLOSED to unscheduled air carrier ops with more than 30 passenger seats 1500–0100Z‡ except PPR call arpt manager 208–746–7962 other times call station number 4 208–743–0172. Frequent no radio agricultural acft activity invof arpt. TPA—Heavy and turbine powered acft 3002(1560) all others 2502(1060). When twr clsd ACTIVATE MALSR Rwy 26, REIL Rwy 08 and Rwy 12—CTAF.
WEATHER DATA SOURCES: ASOS 135.575 (208) 746–4185. LAWRS.
COMMUNICATIONS: CTAF 119.4 **UNICOM** 122.95
RCO 122.35 (BOISE RADIO)
SEATTLE CENTER APP/DEP CON 123.95
TOWER 119.4 (1400–0600Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1400–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LWS.
NEZ PERCE (L) VORW/DME 108.2 MQG Chan 19 N46°22.89′ W116°52.17′ 246° 6.1 NM to fld. 1720/20E. DME unmonitored.
ILS 109.7 I–LWS Rwy 26. Class IE. ILS unmonitored when tower closed. Autopilot coupled approaches not applicable blo 2500 ft.

SNAKE RIVER SPB (78U) 1 SW UTC−8(−7DT) N46°23.99′ W117°03.06′ **SEATTLE**
735 NOTAM FILE BOI
WATERWAY N–S: 3000X150 (WATER)
WATERWAY S: P–line.
SEAPLANE REMARKS: Attended Apr–Oct 1500Z‡–dusk and Nov–Mar irregularly. P–lines cross Snake River north, south above and below landing area. Bridge across Snake River N of landing area. CAUTION: Landing area within Lewiston–Nez Perce County CLASS D airspace, ctc Lewiston twr. Waterway N–S waterlane length and width varies. Heavy boat traffic in vicinity of Seaplane Base.
COMMUNICATIONS: CTAF 122.9

LIBERATOR N42°58.96′ W115°46.46′ NOTAM FILE BOI. **SALT LAKE CITY**
(L) VORW 114.9 LIA 354° 9.1 NM to Mountain Home Muni. **L–11B**

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY (PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

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HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SEATTLE, WA		
BOEING FIELD/		
KING COUNTY INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R-31L and Twy A9. Wrong rwy departure risk.
SEATTLE, WA		
SEATTLE-TACOMA INTL (SEA)	HS 1	Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-LWS	APP CRS	Rwy ldg	6511
109.7	264°	TDZE	1442
		Apt Elev	1442

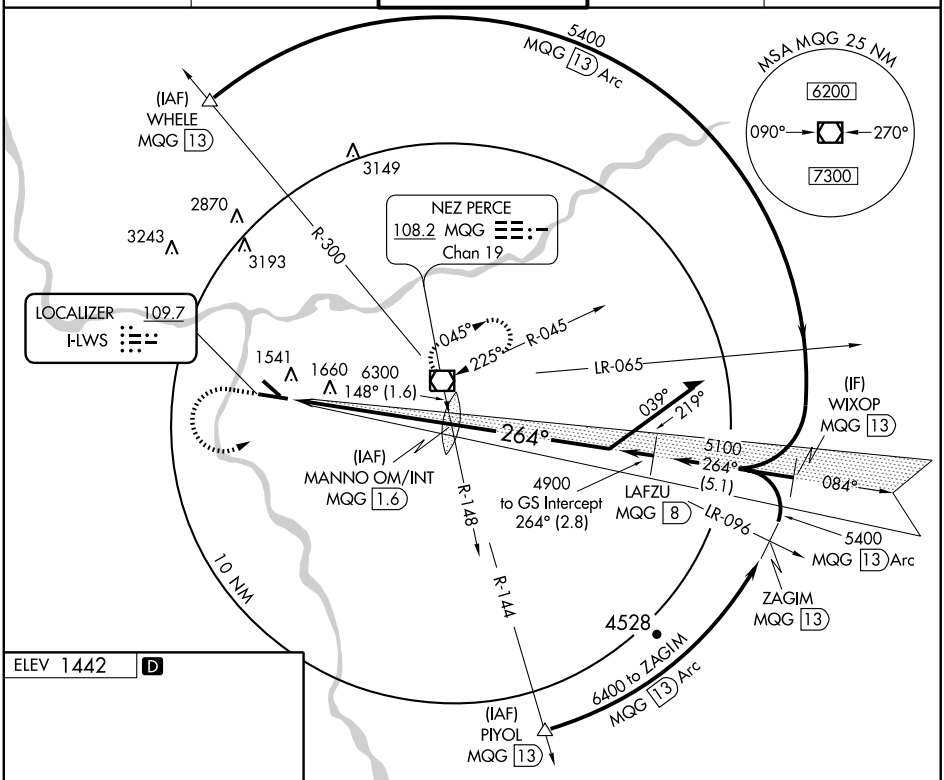
ILS RWY 26
LEWISTON-NEZ PERCE COUNTY (LWS)

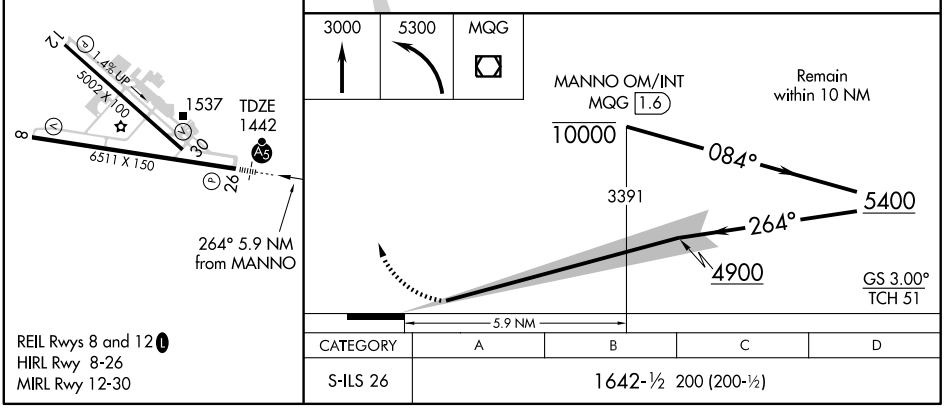
When local altimeter setting not received, procedure NA. Autopilot coupled approach NA below 2500.

MALSR

MISSED APPROACH: Climb to 3000 then climbing left turn to 5300 direct MQG VOR/DME and hold, continue climb-in-hold to 5300.

ASOS	SEATTLE CENTER	LEWISTON TOWER★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





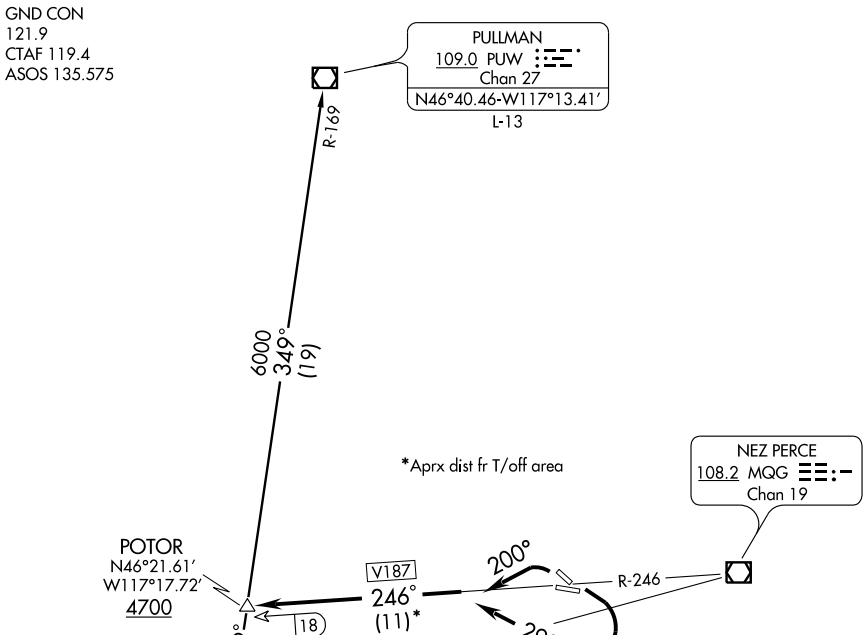
REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

CATEGORY	A	B	C	D
S-ILS 26	1642-½ 200 (200-½)			

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

POTOR TWO DEPARTURE

SL-515 (FAA)



NOTE: Departures may be restricted to cross POTOR INT at 5000.

NOTE: Minimum climb required- Rwys 26 and 30-300′/NM to 4700′ (750 FPM/150K IAS, 1000 FPM/200K IAS).
Rwys 8 and 12-270′/NM to 4700′ (675 FPM/150K IAS, 900 FPM/200K IAS) or 4600′ ceiling and three miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8, 12: Turn right heading 290°. Thence....

TAKE-OFF RUNWAYS 26, 30: Turn left heading 200°. Thence....

....Intercept and proceed via MQG R-246 (V187) to POTOR INT. Thence via (assigned route) or (transition).

CLOVA TRANSITION (POTOR2.CLOVA): From over POTOR INT via PUW R-169 to CLOVA INT.

PULLMAN TRANSITION (POTOR2.PUW): From over POTOR INT via PUW R-169 to PUW VOR/DME.

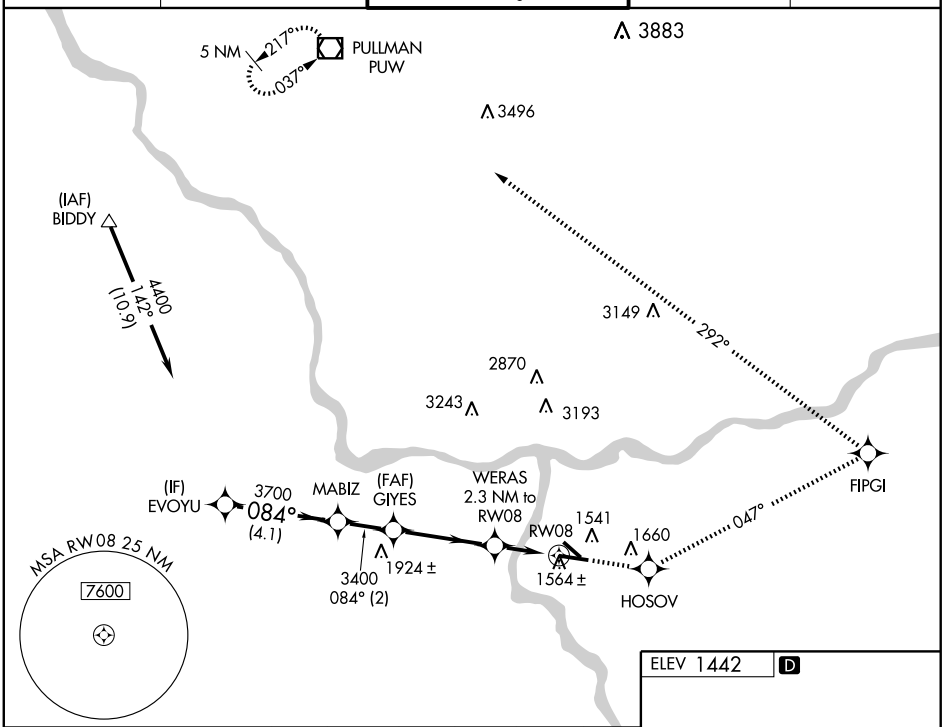
WAAS CH 97600 W08A	APP CRS 084°	Rwy ldg 6511 TDZE 1440 Apt Elev 1442

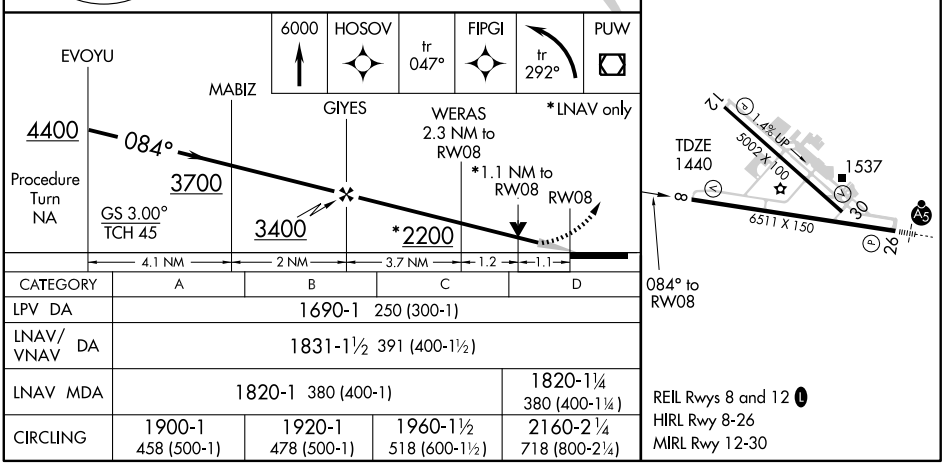
RNAV (GPS) Y RWY 8
LEWISTON-NEZ PERCE COUNTY (LWS)

When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 6000 direct HOSOV and via track 047° to FIPGI, and left turn via track 292° to PUW VOR/DME and hold.

ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1690-1 250 (300-1)			
LNAV/VNAV DA	1831-1½ 391 (400-1½)			
LNAV MDA	1820-1 380 (400-1)			1820-1¼ 380 (400-1¼)
CIRCLING	1900-1 458 (500-1)	1920-1 478 (500-1)	1960-1½ 518 (600-1½)	2160-2¼ 718 (800-2¼)

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

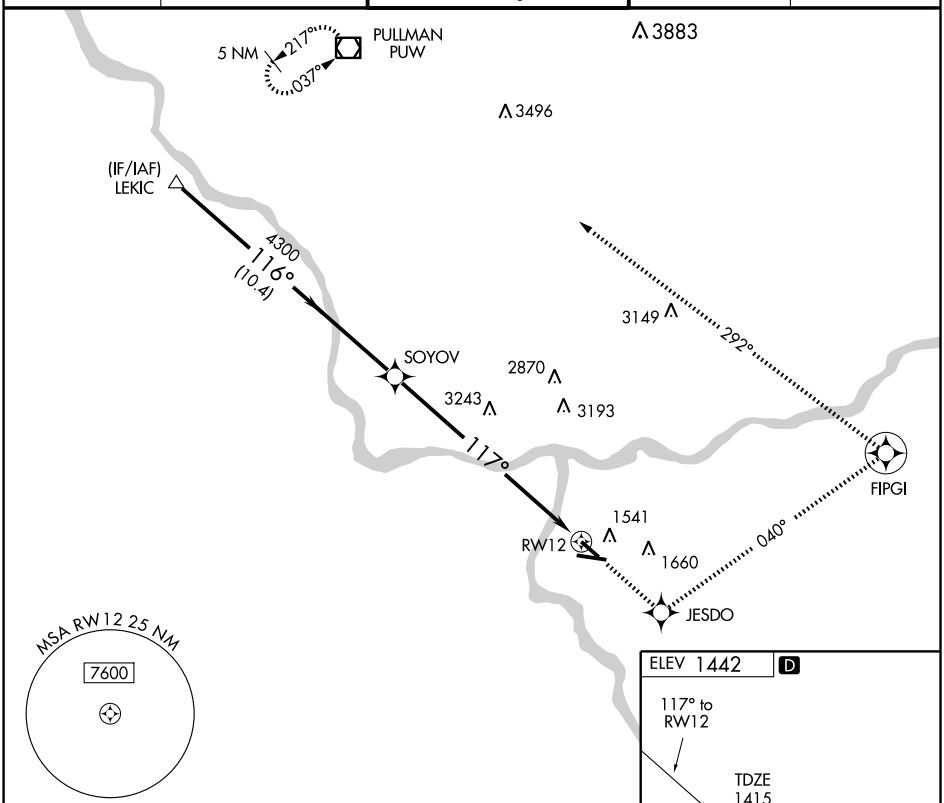
WAAS CH 56500 W12A	APP CRS 117°	Rwy ldg 5002 TDZE 1415 Apt Elev 1442

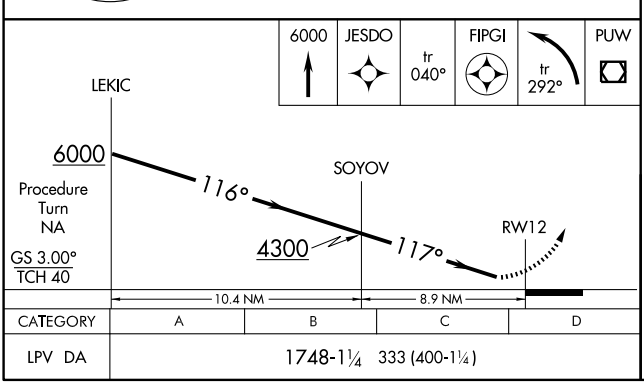
RNAV (GPS) Y RWY 12
LEWISTON-NEZ PERCE COUNTY (LWS)

When local altimeter setting not received, procedure NA.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

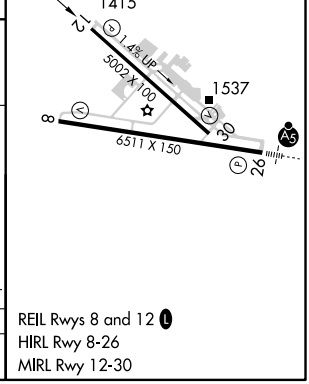
MISSED APPROACH: Climb to 6000 direct JESDO and via track 040° to FIPGI, and left turn via track 292° to PUW VOR/DME and hold.

ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1748-1¼ 333 (400-1¼)			



REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78012 W26A	APP CRS 264°	Rwy ldg 6511 TDZE 1442 Apt Elev 1442

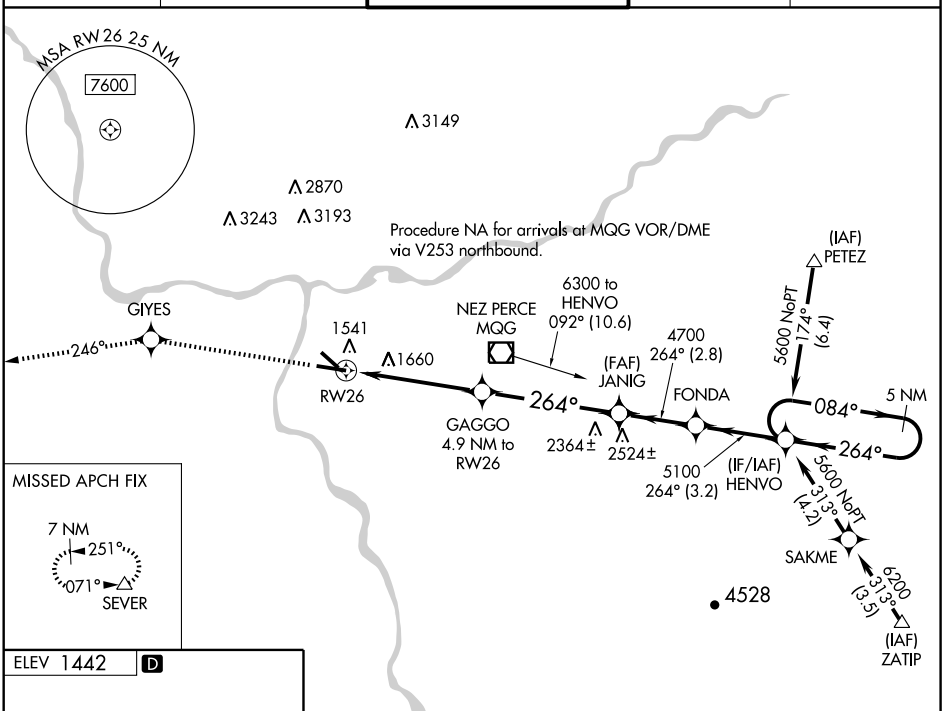
RNAV (GPS) Y RWY 26
LEWISTON-NEZ PERCE COUNTY (LWS)

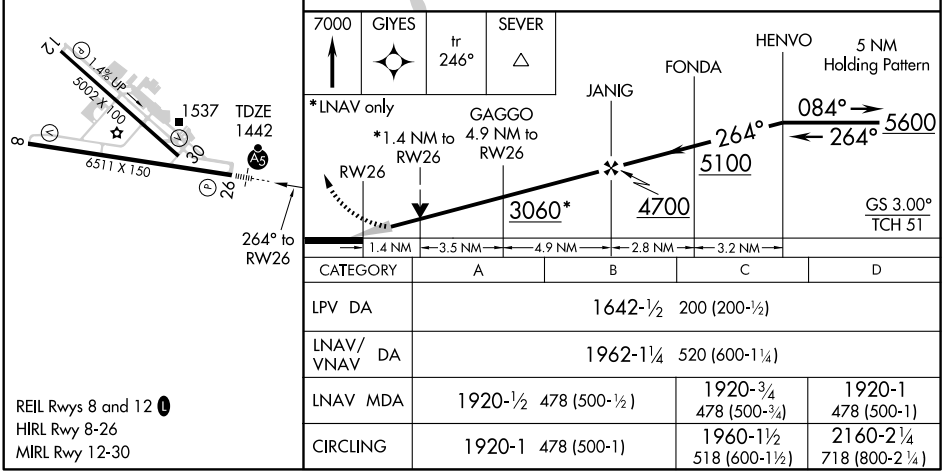
When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 7000 direct GIYES and via track 246° to SEVER and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1642-½ 200 (200-½)			
LNAV/VNAV DA	1962-1¼ 520 (600-1¼)			
LNAV MDA	1920-½ 478 (500-½)		1920-¾ 478 (500-¾)	1920-1 478 (500-1)
CIRCLING	1920-1 478 (500-1)		1960-1½ 518 (600-1½)	2160-2¼ 718 (800-2¼)

REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

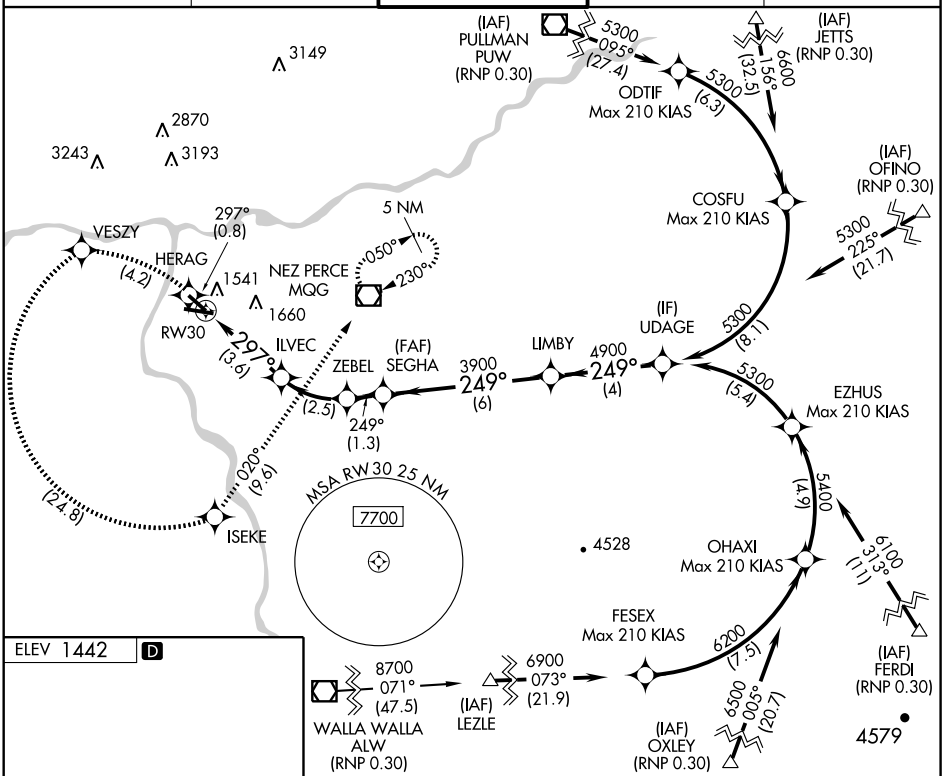
APP CRS	Rwy ldg	5002
297°	TDZE	1442
	Apt Elev	1442

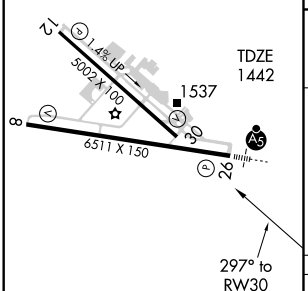
RNAV (RNP) RWY 30
LEWISTON-NEZ PERCE COUNTY (LWS)

GPS and RF Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 46°C (114°F). Missed approach requires RNP less than RNP 1.00.

MISSED APPROACH: Climb to 6000 on track 297° to HERAG, left turn to VESZY, left turn to ISEKE and on track 020° to MQG VOR/DME and hold.

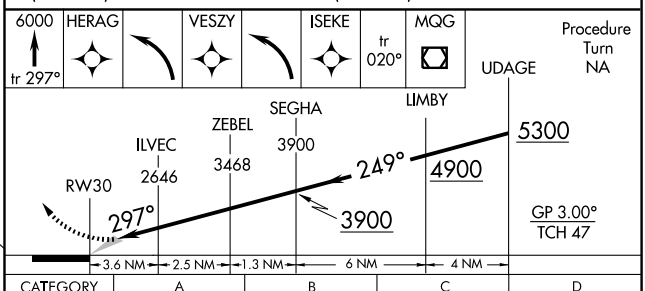
ASOS	SEATTLE CENTER	LEWISTON TOWER★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





6000 tr 297°	HERAG		VESZY		ISEKE	tr 020°	MQG

Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.30 DA	1760-1 318 (400-1)			

REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

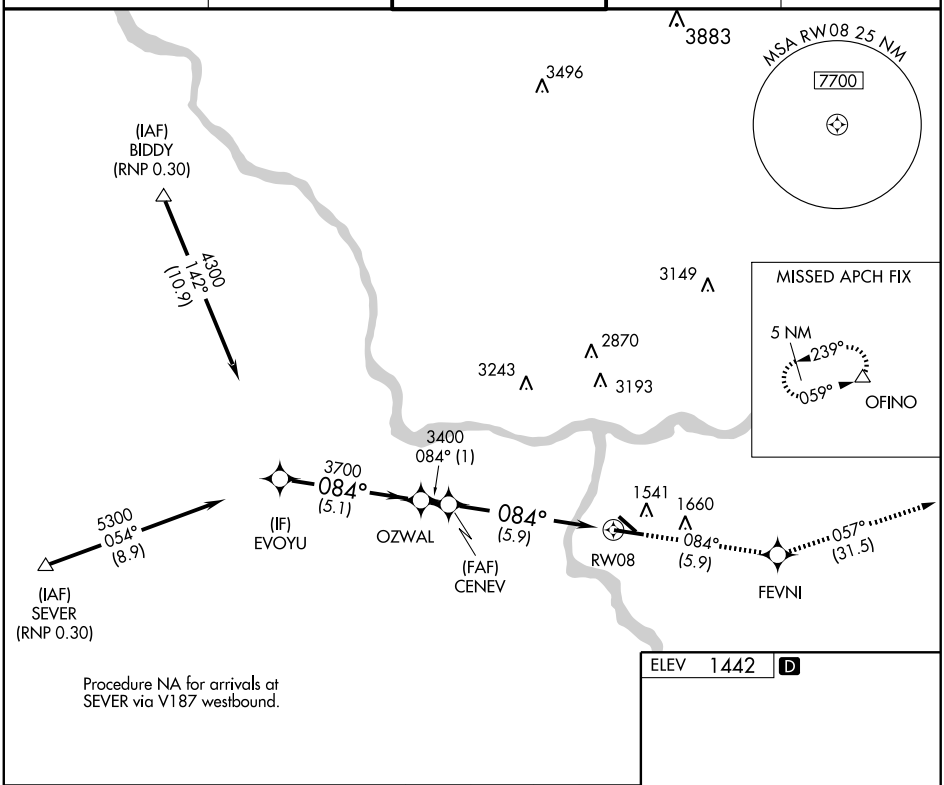
APP CRS	Rwy ldg	6511
084°	TDZE	1440
	Apt Elev	1442

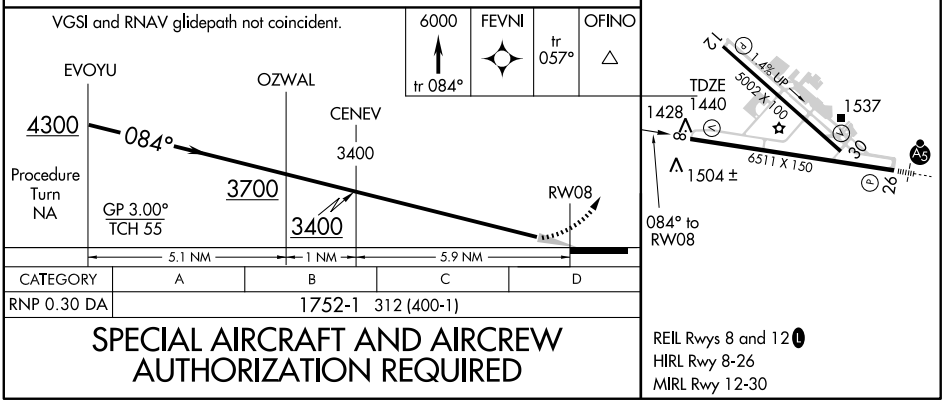
RNAV (RNP) Z RWY 8
LEWISTON-NEZ PERCE COUNTY (LWS)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 46°C (115°F). When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 6000 via track 084° to FEVNI and via track 057° to OFINO and hold.

ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

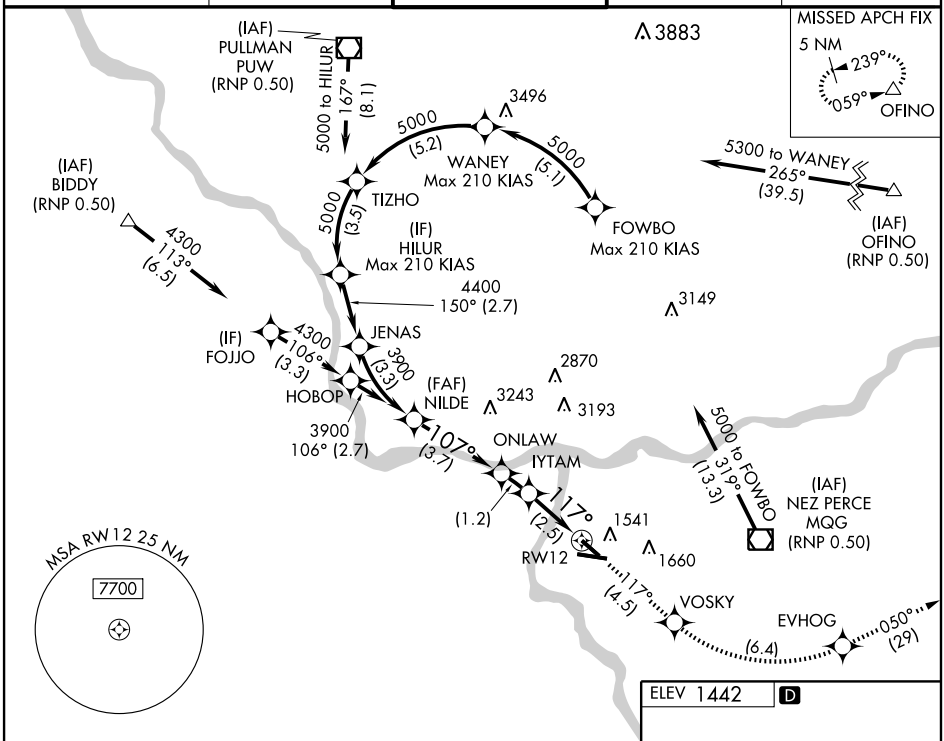
APP CRS	Rwy ldg	5002
117°	TDZE	1415
	Apt Elev	1442

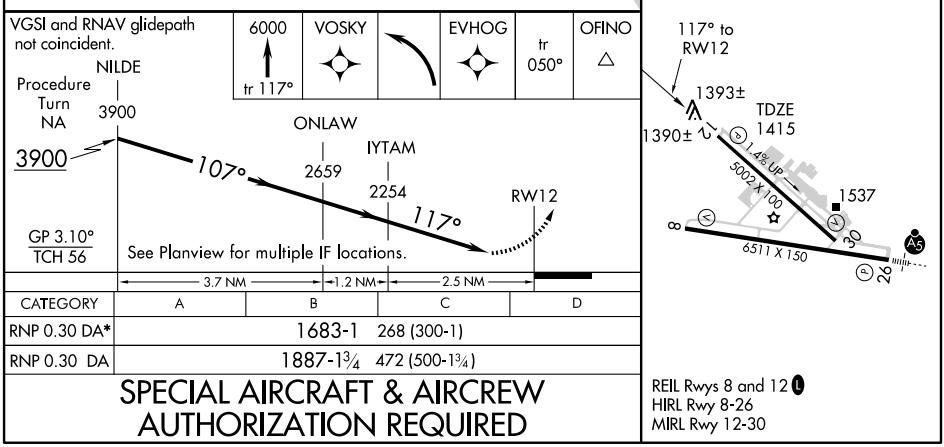
RNAV (RNP) Z RWY 12
LEWISTON-NEZ PERCE COUNTY (LWS)

GPS and RF Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 36°C (98°F).
* Missed approach requires minimum climb of 260 feet per NM to 3400. Procedure NA at night.

MISSED APPROACH: Climb to 6000 via track 117° to VOSKY and via left turn to EVHOG and via track 050° to OFINO and hold.

ASOS	SEATTLE CENTER	LEWISTON TOWER *	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





CATEGORY	A	B	C	D
RNP 0.30 DA*	1683-1 268 (300-1)			
RNP 0.30 DA	1887-1¾ 472 (500-1¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

NW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	6511
264°	TDZE	1442
	Apt Elev	1442

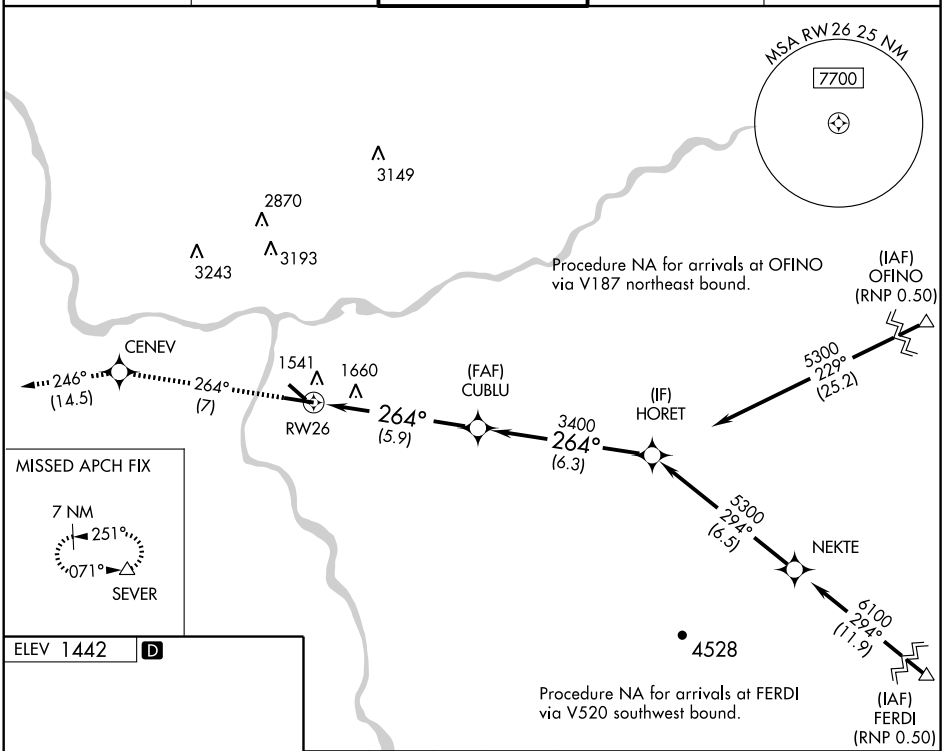
RNAV (RNP) Z RWY 26
LEWISTON-NEZ PERCE COUNTY (LWS)

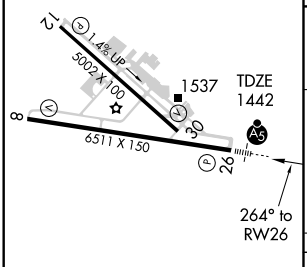
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.20 visibility all Cats to 1 mile and RNP 0.30 visibility all Cats to 2 miles.

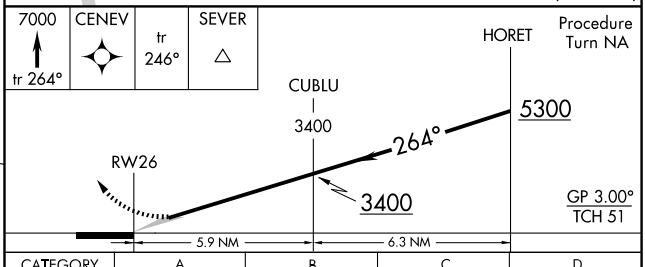
MALSR

MISSED APPROACH: Climb to 7000 via track 264° to CENEV and via track 246° to SEVER and hold, continue climb-in-hold to 7000.

ASOS	SEATTLE CENTER	LEWISTON TOWER★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95







CATEGORY	A	B	C	D
RNP 0.20 DA	1715-½ 273 (300-½)			
RNP 0.30 DA	2003-1½ 561 (600-1½)			

REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NW-1, 21 OCT 2010 to 18 NOV 2010

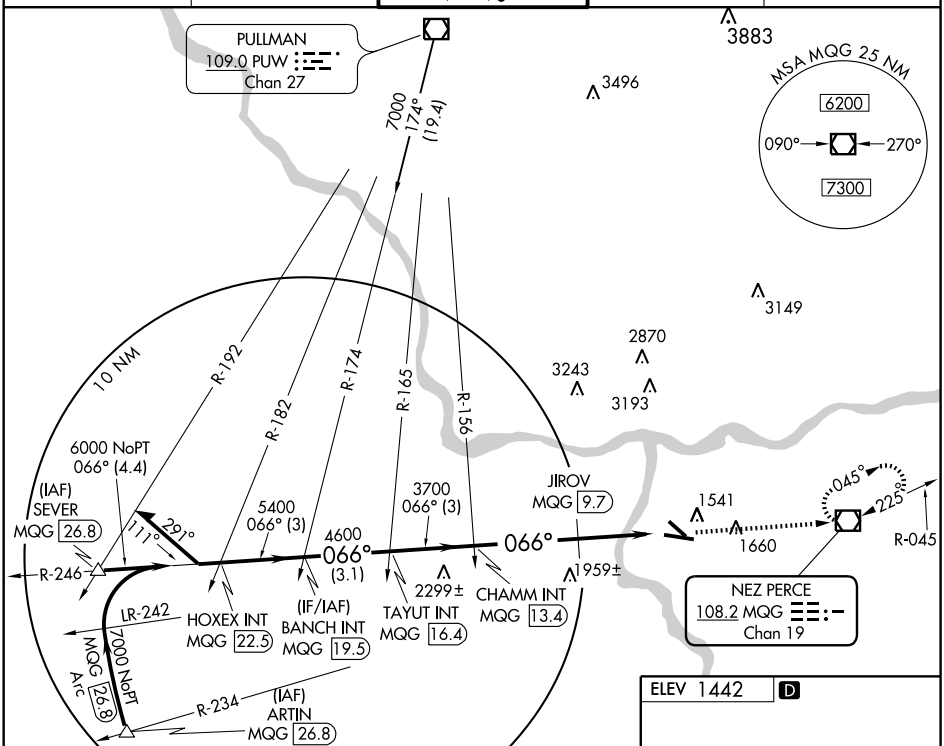
NW-1, 21 OCT 2010 to 18 NOV 2010

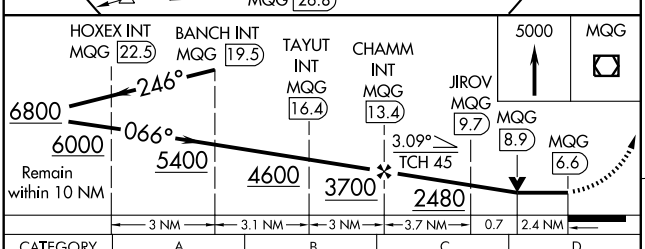
VOR/DME MQG 108.2 Chan 19	APP CRS 066°	Rwy ldg 6511 TDZE 1440 Apt Elev 1442

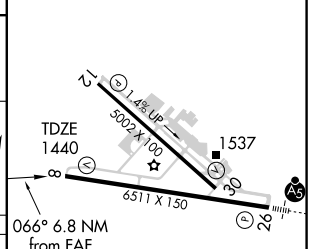
VOR RWY 8
LEWISTON-NEZ PERCE COUNTY (LWS)

MISSED APPROACH: Climb to 5000 direct MQG VOR/DME and hold, continue climb-in-hold to 5000.

ASOS	SEATTLE CENTER	LEWISTON TOWER ★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95







CATEGORY	A	B	C	D
S-8	2480-1¼ 1040 (1100-1¼)	2480-1½ 1040 (1100-1½)	2480-3 1040 (1100-3)	
CIRCLING	2480-1¼ 1038 (1100-1¼)	2480-1½ 1038 (1100-1½)	2480-3 1038 (1100-3)	
JIROV FIX MINIMUMS				
S-8	2220-1 780 (800-1)	2220-1¼ 780 (800-1¼)	2220-2¼ 780 (800-2¼)	2220-2½ 780 (800-2½)
CIRCLING	2220-1 778 (800-1)	2220-1¼ 778 (800-1¼)	2220-2¼ 778 (800-2¼)	2220-2½ 778 (800-2½)

REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MQG	APP CRS	Rwy ldg	6511
108.2	242°	TDZE	1442
Chan 19		Apt Elev	1442

VOR RWY 26

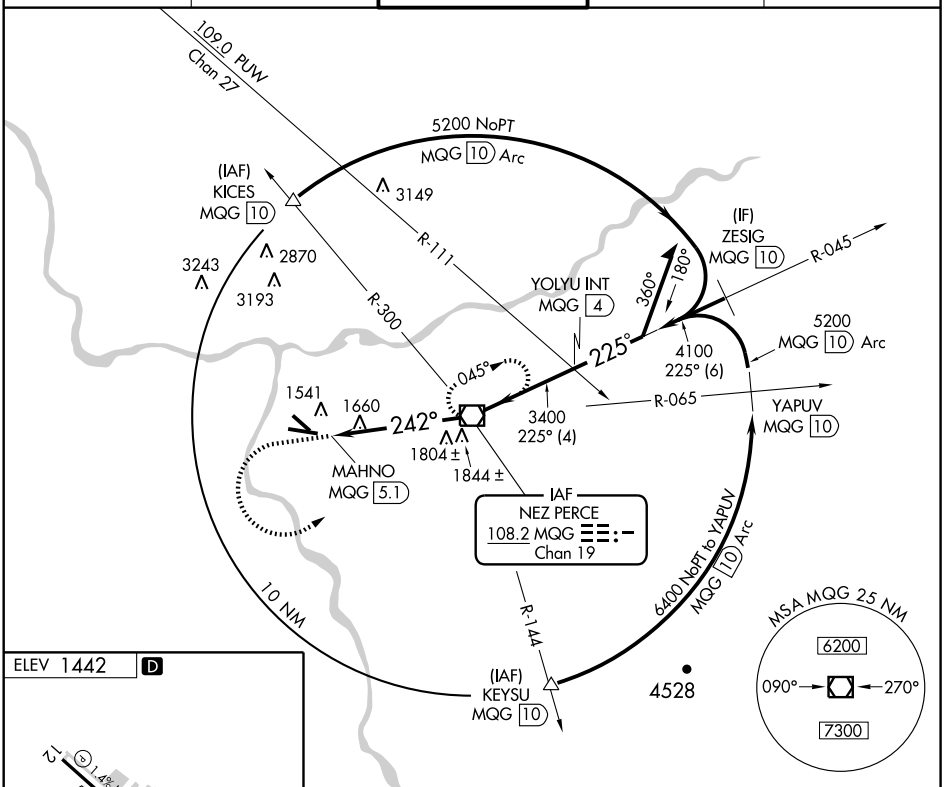
LEWISTON-NEZ PERCE COUNTY (LWS)

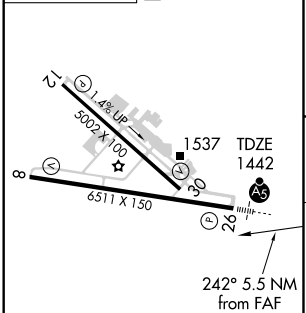
Inoperative table does not apply to S-26 Cats C and D.
When local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 2600 then climbing left turn to 5000 direct MQG VOR/DME and hold, continue climb-in-hold to 5000.

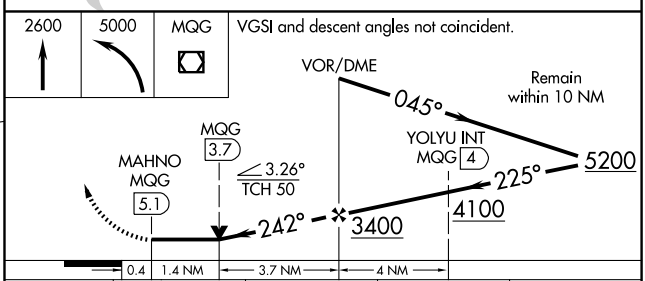
ASOS	SEATTLE CENTER	LEWISTON TOWER★	GND CON	UNICOM
135.575	123.95 290.55	119.4 (CTAF) L 318.8	121.9	122.95





REIL Rwys 8 and 12 L
HIRL Rwy 8-26
MIRL Rwy 12-30

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-26	2060-½ 618 (700-½)		2060-1¾ 618 (700-1¾)	2060-2 618 (700-2)
CIRCLING	2060-1 618 (700-1)		2060-1¾ 618 (700-1¾)	2160-2¼ 718 (800-2¼)

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

MC CALL MUNI (MYL) 0 S UTC−7(−6DT) N44°53.32′ W116°06.11′ **GREAT FALLS H–1C, L–13B IAP**

5024 B S4 **FUEL** 100LL, JET A, A1+ NOTAM FILE MYL

RWY 16–34: H6108X75 (ASPH) S–45, D–78, 2D–135 MIRL 0.3% up N

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 40′. Ground.

AIRPORT REMARKS: Attended daylight hours. 2 hr prior notice rqr for snow removal at night call (208) 634–1488/630–4659. Big game animals may be on or in vicinity of rwy. Recommend landing Rwy 34, tkf Rwy 16, when wind conditions permit. Rwy 16 trees obscuring thld on short final. Rwy 16 has a marked 50′ blast pad. USFS practices parachute jumps invof arpt. No helicopter parking in fixed wing tie down areas. Increased Forest Service flight opns during summer months. Parallel twy closed Dec 1–Apr 30. APU's may not be started until 30 min prior to engine start.

WEATHER DATA SOURCES: ASOS 119.925 (208) 634–7198.

COMMUNICATIONS: CTAF/UNICOM 122.8

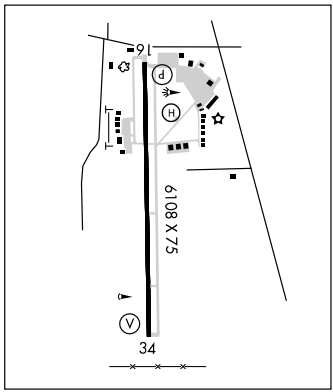
CASCADE RCO 122.35 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON 128.05

RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 012° 8.6 NM to fld. 7333/19E.

NDB (MHW) 363 IOM N44°48.34′ W116°06.14′ 343° 5.0 NM to fld. NOTAM FILE MYL. NDB unusable byd 15 NM.



HELIPAD H1: H100X80 (ASPH)

HELIPORT REMARKS: Helipad H1 lighted.

McCARLEY FLD (See BLACKFOOT)

MERIDIAN N43°36.20′ W116°32.34′ NOTAM FILE BOI. **SALT LAKE CITY L–11B**

NDB (MHW) 238 MPA 136° 1.5 NM to Nampa Muni.

MIDVALE

LEE WILLIAMS MEM (ØU9) 1 SW UTC−7(−6DT) N44°27.68′ W116°45.48′ **SALT LAKE CITY**

2617 NOTAM FILE BOI

RWY 08–26: H2875X60 (ASPH)

RWY 08: Fence. **RWY 26:** Fence.

AIRPORT REMARKS: Unattended. No winter maintenance, arpt CLOSED when snow conditions indicate. Rwy 26 +30′ pline at 600′ on cenerline +35′ bldg at 400′ on centerline, +150′ pline at 5000′ on centerline. Rwy 08–26 250′ gravl ovrn each end. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

CASCADE RCO 122.35 (BOISE RADIO)

MIDWAY (See ATOMIC CITY)

MINIDOKA

BEAR TRAP (1UØ) 15 NE UTC−7(−6DT) N42°58.52′ W113°21.05′ **SALT LAKE CITY**

4716 NOTAM FILE BOI

RWY 06–24: 2250X120 (TURF–DIRT)

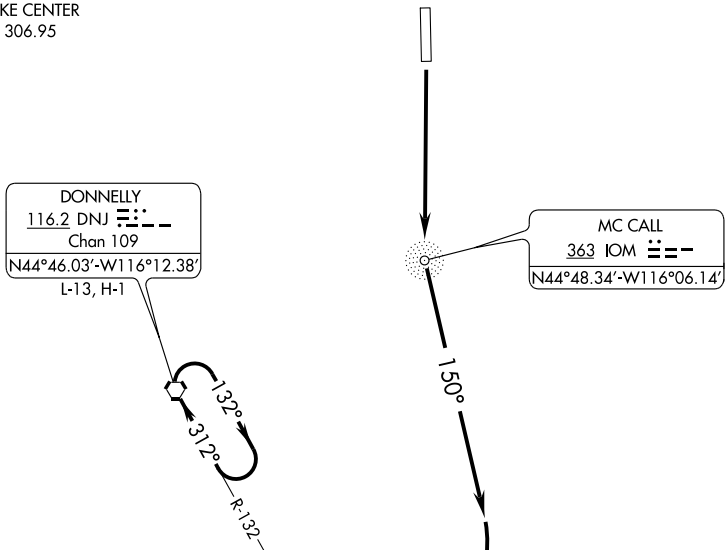
RWY 06: Road.

AIRPORT REMARKS: Unattended. Rwy 06–24 subject to ongoing damage by livestock, ground vehicles and rodents. No winter maintenance. No line of sight between rwy ends. Rwy 06–24 edges and thlds marked with white rock.

COMMUNICATIONS: CTAF 122.9

MCCALL ONE DEPARTURE (OBSTACLE)

ASOS 119.925
BOISE RADIO
122.35
SALT LAKE CENTER
128.05 306.95



TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 291′ from DER, 550′ left of centerline, up to 101′ AGL/5180′ MSL.
Pole 3083′ from DER, 1271′ right of centerline, 34′ AGL/5113′ MSL.
Pole 4218′ from DER, 521′ left of centerline, 29′ AGL/5128′ MSL.
Shrub 63′ from DER, 289′ left of centerline, 7′ AGL/5013′ MSL.
Bldg 1066′ from DER, 524′ right of centerline, 36′ AGL/5035′ MSL.
Terrain beginning 1832′ from DER, 445′ left of centerline, up to 5079′ MSL.
Terrain beginning 1236′ from DER, 159′ right of centerline, up to 5097′ MSL.

TAKE-OFF MINIMUMS

Rwy 16: 200-1 or standard with minimum climb of 362′ per NM to 5300.
Rwy 34: NA - Obstacles.

NOTE: ADF required

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 9600 direct IOM NDB and via IOM NDB 150° bearing then climbing right turn to 10400 direct DNJ VORTAC, continue climb-in-hold to 10400 before proceeding on course.

NW-1, 21 OCT 2010 to 18 NOV 2010

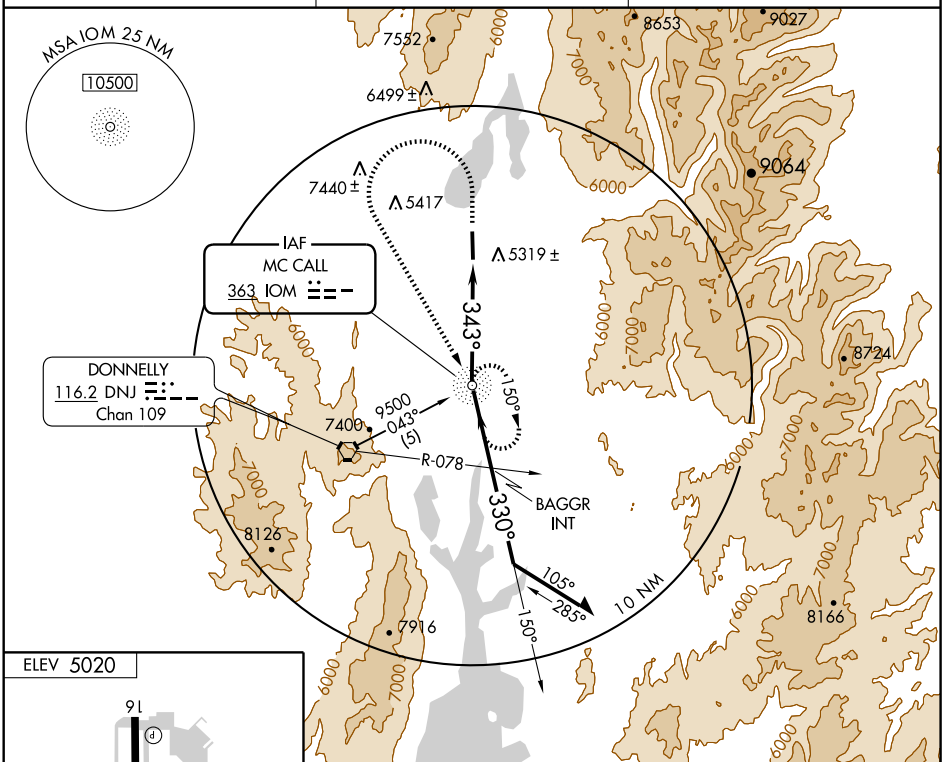
NDB IOM 363	APP CRS 343°	Rwy ldg 6108 TDZE 5008 Apt Elev 5020

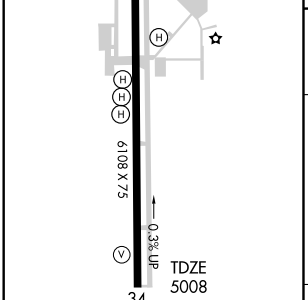
NDB RWY 34
MC CALL MUNI (MYL)

NA If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6300, then climbing left turn via IOM NDB 313° bearing to IOM NDB, continue climb via IOM NDB 133° bearing to 9500, then turn right direct IOM NDB and hold.

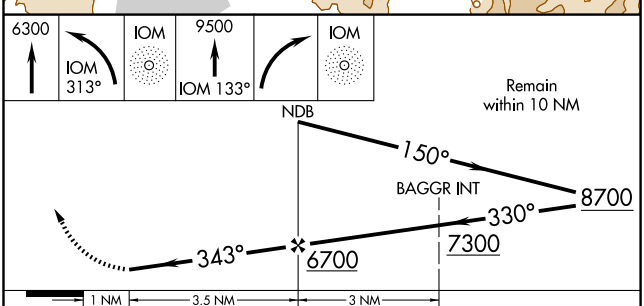
ASOS	SALT LAKE CENTER	UNICOM
119.925	128.05 306.95	122.8 (CTAF)





MIRL Rwy 16-34
REIL Rwys 16 and 34

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-34	5800-1¼ 792 (800-1¼)		5800-2¼ 792 (800-2¼)	5800-2½ 792 (800-2½)
CIRCLING	5800-1¼ 780 (800-1¼)		5840-2½ 820 (900-2½)	6000-3 980 (1000-3)

NW-1, 21 OCT 2010 to 18 NOV 2010

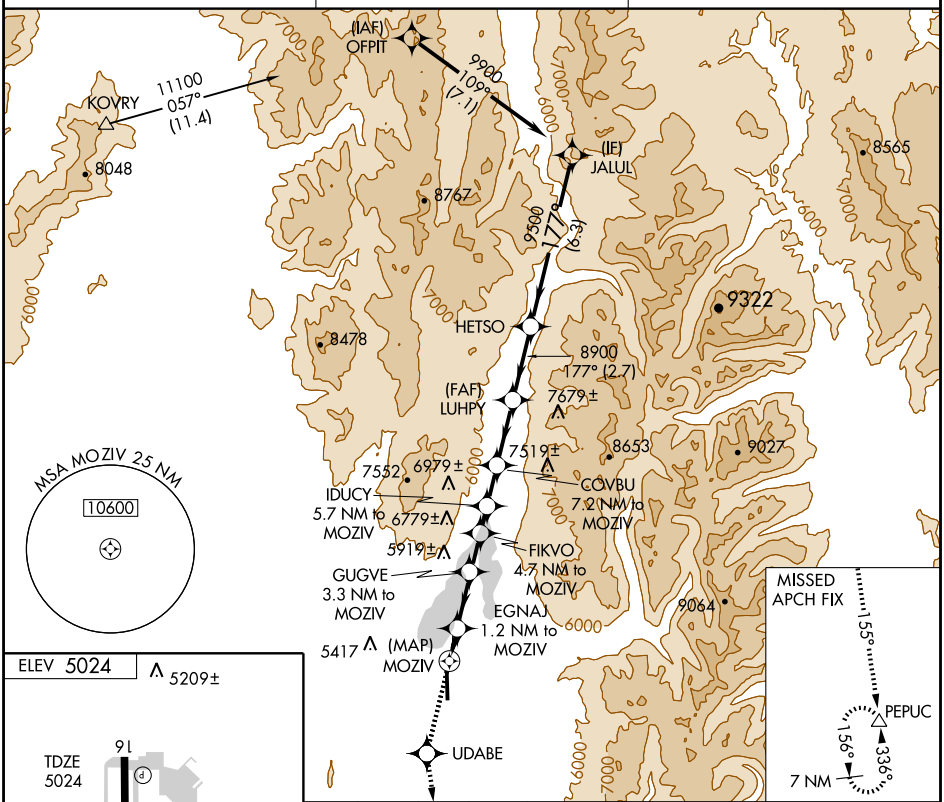
APP CRS	Rwy ldg	6108
177°	TDZE	5024
	Apt Elev	5024

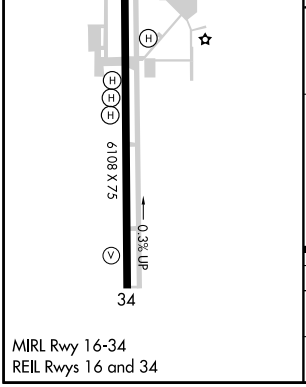
RNAV (GPS) RWY 16
MC CALL MUNI (MYL)

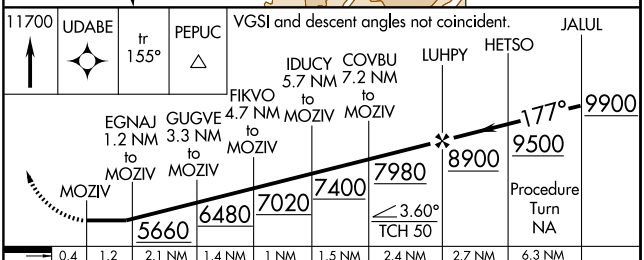
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11700 direct UDABE and via track 155° to PEPUC and hold, continue climb-in-hold to 11700.

ASOS	SALT LAKE CENTER	UNICOM
119.925	128.05 306.95	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	5540-1 516 (600-1)		5540-1½ 516 (600-1½)	NA
CIRCLING	5660-1 636 (700-1)		5840-2½ 816 (900-2½)	NA

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

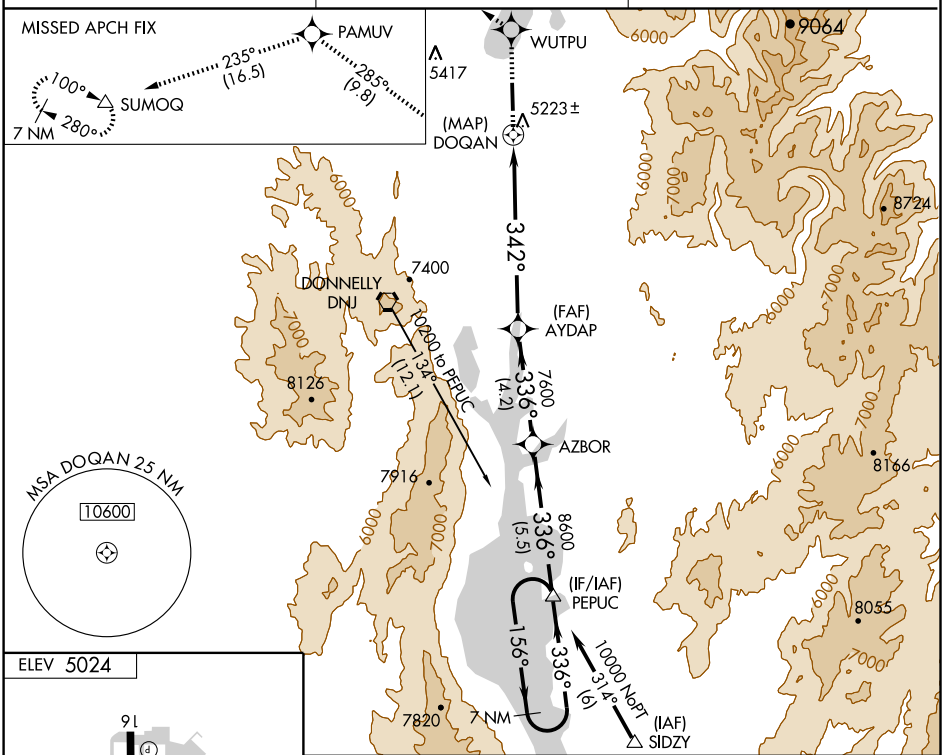
APP CRS	Rwy ldg	6108
342°	TDZE	5012
	Apt Elev	5024

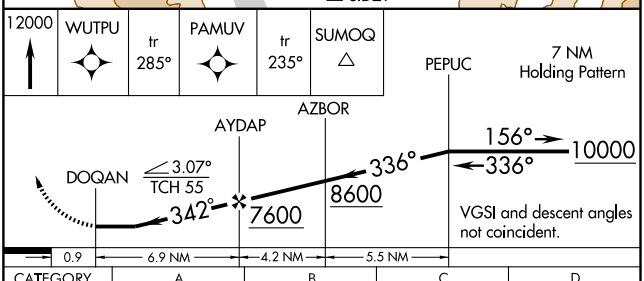
RNAV (GPS) Y RWY 34
MC CALL MUNI (MYL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
*Missed approach requires minimum climb of 380′ per NM 8000.

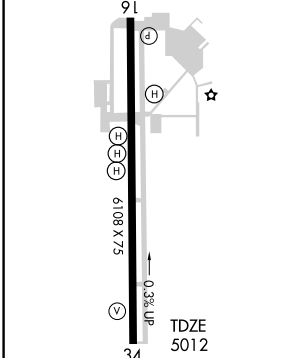
MISSED APPROACH: Climb to 12000 direct WUTPU and via track 285° to PAMUV and via track 235° to SUMOQ and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	UNICOM
119.925	128.05 306.95	122.8 (CTAF)





ELEV 5024



CATEGORY	A	B	C	D
LNAV MDA*	5580-1 568 (600-1)		5580-1½ 568 (600-1½)	5580-1¾ 568 (600-1¾)
LNAV MDA	6600-1¼ 1588 (1600-1¼)	6600-1½ 1588 (1600-1½)	6600-3 1588 (1600-3)	
CIRCLING	6600-1¼ 1576 (1600-1¼)	6600-1½ 1576 (1600-1½)	6600-3 1576 (1600-3)	

MIRL Rwy 16-34
REIL Rwys 16 and 34

NW-1, 21 OCT 2010 to 18 NOV 2010

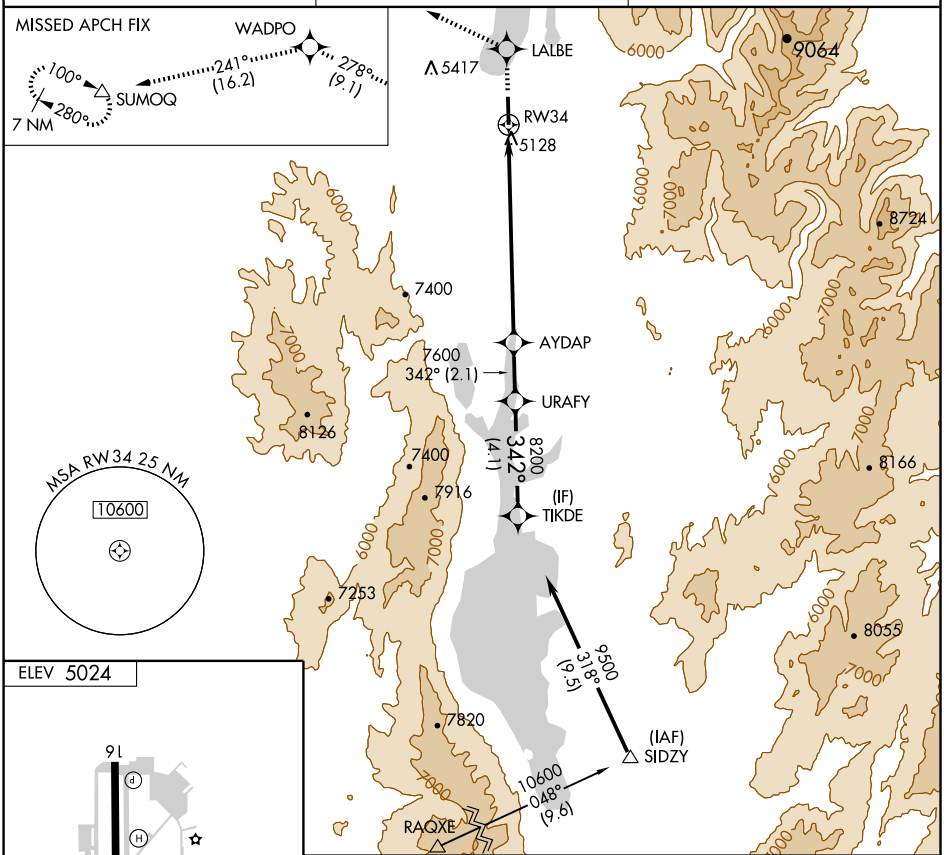
WAAS CH 49016 W34A	APP CRS 342°	Rwy ldg 6108 TDZE 5012 Apt Elev 5024

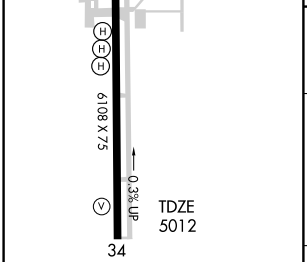
RNAV (GPS) Z RWY 34
MC CALL MUNI (MYL)

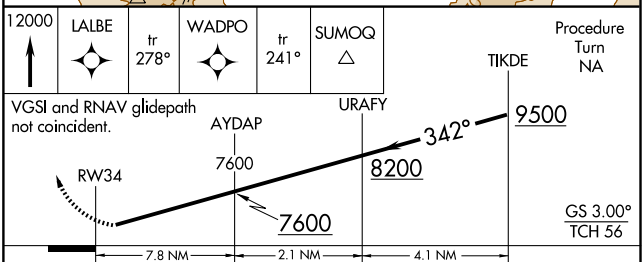
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 12000 direct LALBE and via track 278° to WADPO and via track 241° to SUMOQ and hold, continue climb-in-hold to 12000.

ASOS	SALT LAKE CENTER	UNICOM
119.925	128.05 306.95	122.8 (CTAF)







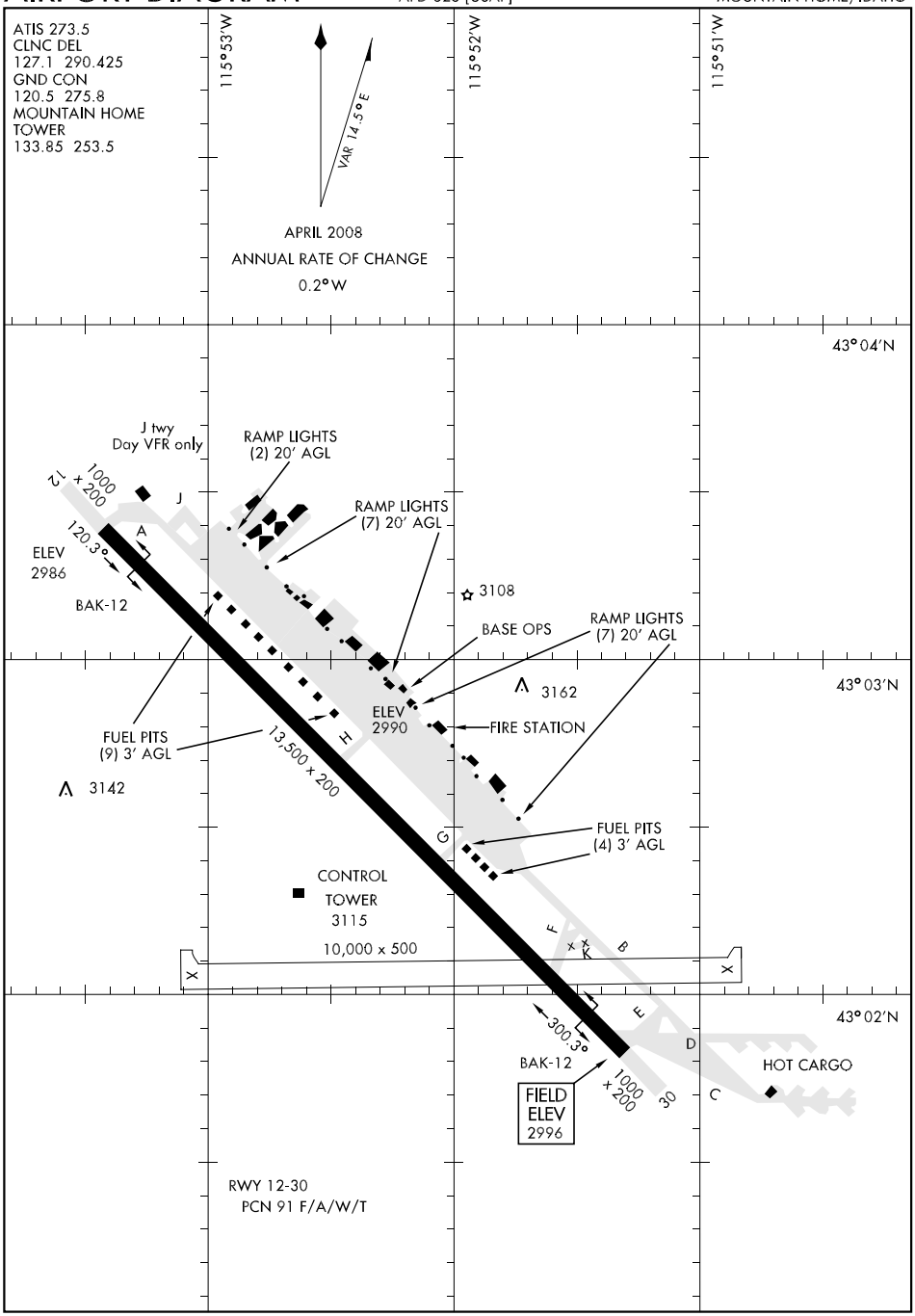
CATEGORY	A	B	C	D
LPV DA	5400-1¼ 388 (400-1¼)			

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-323 [USAF]

MOUNTAIN HOME, IDAHO



NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

MOOSE CREEK RANGER STATION

MOOSE CREEK (USFS) (1U1) 0 SW UTC−7(−6DT) N46°07.25′ W114°55.64′ **GREAT FALLS**

2454 NOTAM FILE BOI

RWY 01–19: 4100X250 (TURF)

RWY 01: Trees. **RWY 19:** Trees.

RWY 04–22: 2300X200 (TURF)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Unattended. Rwy 01–19 CLOSED Nov 1 thru Memorial Day weekend, except for skis on snow. Ctc USFS arpt manager 208–926–4258, for briefings and rwy conditions. Rwy 01–19 recommend ldg Rwy 19 tfk Rwy 01 when wind conditions permit. Land Rwy 04, tkf Rwy 22, go around not recommended. Rwy 01–19 muddy spring and winter. Use Rwy 04–22 early spring and late fall/winter when possible due to better drainage and firmer surface. Rwys subject to temporary closures. Big game animals on and in vicinity of arpt. Skis winter months. No winter maintenance.

COMMUNICATIONS: CTAF 122.9

MOUNTAIN HOME AFB (MUO)(KMUO) AF 10 SW UTC−7(−6DT) N43°02.62′ W115°52.35′ **SALT LAKE CITY**

2996 B TPA—See Remarks NOTAM FILE MUO Not insp. **H–3C, L–11B**

RWY 12–30: H13501X200 (PEM) PCN 91 F/A/W/T HIRL **DIAP, AD**

RWY 12: ALSF1. PAPI. **RWY 30:** ALSF1. PAPI.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TODA–13501 ASDA–13501

RWY 30: TODA–13501 ASDA–13501

ARRESTING GEAR/SYSTEM

RWY 12 HOOK BAK–12B(B) (964′) HOOK BAK–12B(B) (964′) **RWY 30**

MILITARY SERVICE: LGT Rwy 12–30 PAPI unusable byd 5° from rwy centerline. Rwy 12–30 ILS and PAPI runway reference point not coincidental. Thld lgt gated for fighter acft. **A–GEAR** Rwy 12–30 BAK–12B in raised position, requires 30 minutes prior notice for removal. **JASU** 2(AM32A–60) **FUEL** J8 **FLUID** LHOX LOX De-ice **OIL** O–148–156 JOAP **TRAN ALERT** Opr Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays.

MILITARY REMARKS: Opr Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Dep acft restricted to 4700′ until passing 3 DME. PPR only except VIP Code 6 or above, AIREVAC and SAAM. Minimum 24 hrs notice required and no more than 7 days prior. Acft requiring customs must coordinate for PPR no later than 72 hrs prior. All acft must adhere to PPR estimated time of arrival +/− 30 minutes or PPR is invalid. Ctc Base OPS DSN 728–2222, C208–828–2222, fax extension 4128. Delta live ordnance loading area (LOLA) spot 1 and CHARLIE LOLA spots 1 and 5 clsd to all acft. **CAUTION** Taxi–lines in end of rwy are made for acft with wingspans of 43′ or less only. Waterfowl hazard. **TFC PAT** TPA—Overhead 5200(2204). Rectangular 4300(1304), lgt acft/helicopter 3800(804). **NS ABTMT** Command quiet hr policy in effect 0530–1300Z‡. **CSTMS/AG/IMG** Consult base ops prior planning mission. Acft req support must ctc 366 SFS police DSN 728–2256, com 208–828–2256 and/or afld manager DSN 728–2222, com 208–828–2222 at least 24 hr prior arrival. Failure to comply may result in delays. 366 SFS police provide customs for US military personnel. Customs required for all cargo and non–US military personnel must be completed by US customs office, Boise. Ensure aircrew remain at acft until customs arrive. **MISC** Afld subject to short notice closures. First 1280′ Rwy 12–30 conc, mid 10940′ asphaltic conc. Acft carry drag chutes to park or advise twr. Standard USAF RSRS applied. ACC acft expect reduced rwy separation: ACC acft not wishing to participate in RSRS will make intentions known on initial ctc with twr. Afld wx is monitored by AN/FMQ–19 automated observing system and augmented by human observer during opr hr. DSN 728–6303, C208–828–6303, FAX extension 4438.

COMMUNICATIONS: ATIS 273.5 **PTD** 138.9 372.2

RCO 122.6 (BOISE RADIO)

Ⓡ **APP CON** 124.8 259.1 (Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays

TOWER 133.85 253.5 (Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays. **GND CON** 120.5 275.8 **CLNC DEL** 127.1 290.425

Ⓡ **DEP CON** 371.2 (Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays.

ACC COMD POST 311.0 321.0 15091 (Have QUICK timing avbl 381.3) (RAYMOND 27) **PMSV METRO** 342.5 Full svc available from WX during airfield operating hours. Remote briefing svc available from 25 OWS Davis Monthan AFB, DSN 228–6598, COM (520) 228–6598.

AIRSPACE: CLASS D svc Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

(L) TACAN MUO (114.0) Chan 87 N43°02.43′ W115°52.48′ at fld. 3000/18E. Unmonitored when clsd. No NOTAM MP Wed 1100–1400Z‡.

LIBERATOR (L) VORW 114.9 LIA N42°58.96′W115°46.46′ 292° 5.7 NM to fld.

ILS 110.3 I–MUO Rwy 12. Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100–1400Z‡.

ILS 111.7 I–BRN Rwy 30. Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100–1400Z‡.

COMM/NAV/WEATHER REMARKS: Radar maintenance Thu 1230–1400Z‡.

LOC I-MUO	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-323 [USAF]
110.3	117°	13,500 / 2986 / 2996	MOUNTAIN HOME AFB (KMUO)

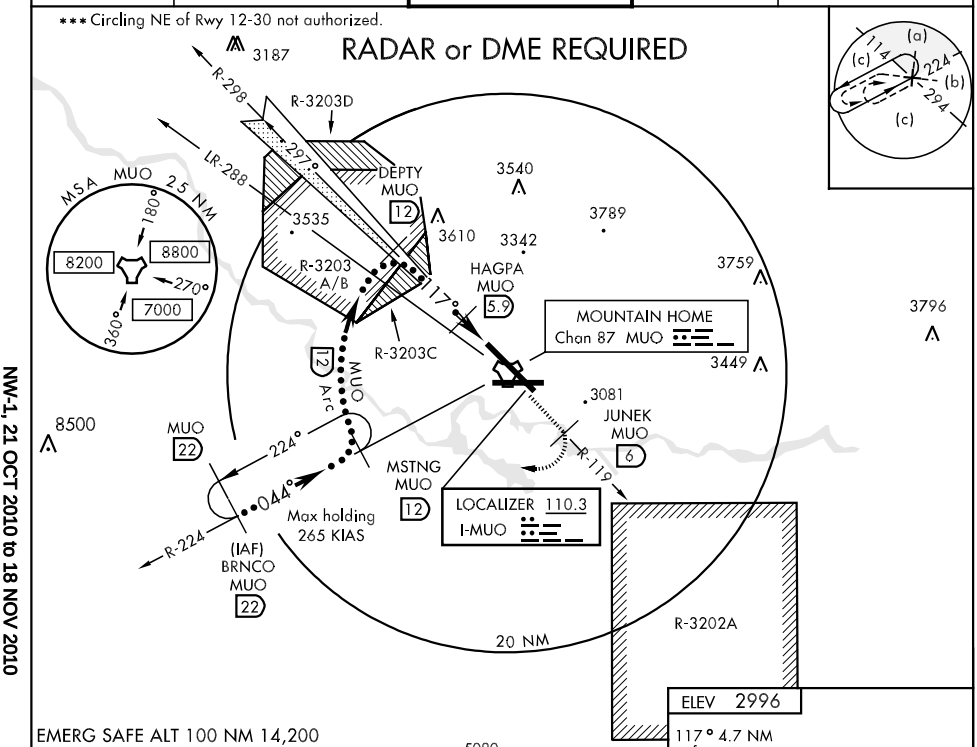
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

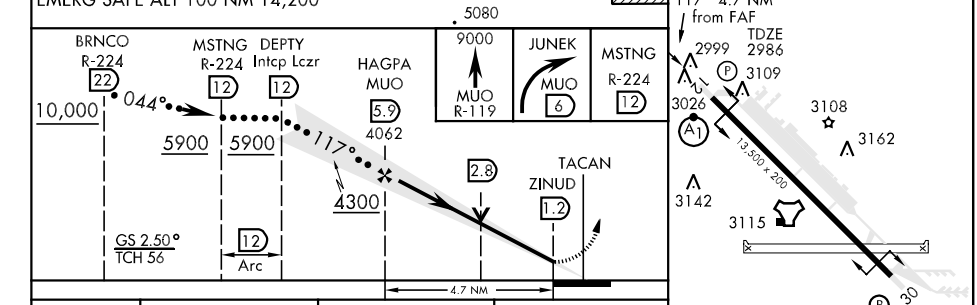
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425

*** Circling NE of Rwy 12-30 not authorized.



NW-1, 21 OCT 2010 to 18 NOV 2010

EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-ILS 12 *	3186/24 200 (200-½)		
S-LOC 12 **	3480/40 494 (500-¾)	3480/50 494 (500-1)	3480/60 494 (500-1¼)
CIRCLING ***	3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

FAF to MAP 4.7 NM					
Knots	120	140	160	180	200
Min:Sec	2:21	2:01	1:46	1:34	1:25

LOC I-BRN	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-323 [USAF]
111.7	297°	13,500 / 2996 / 2996	MOUNTAIN HOME AFB (KMUO)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

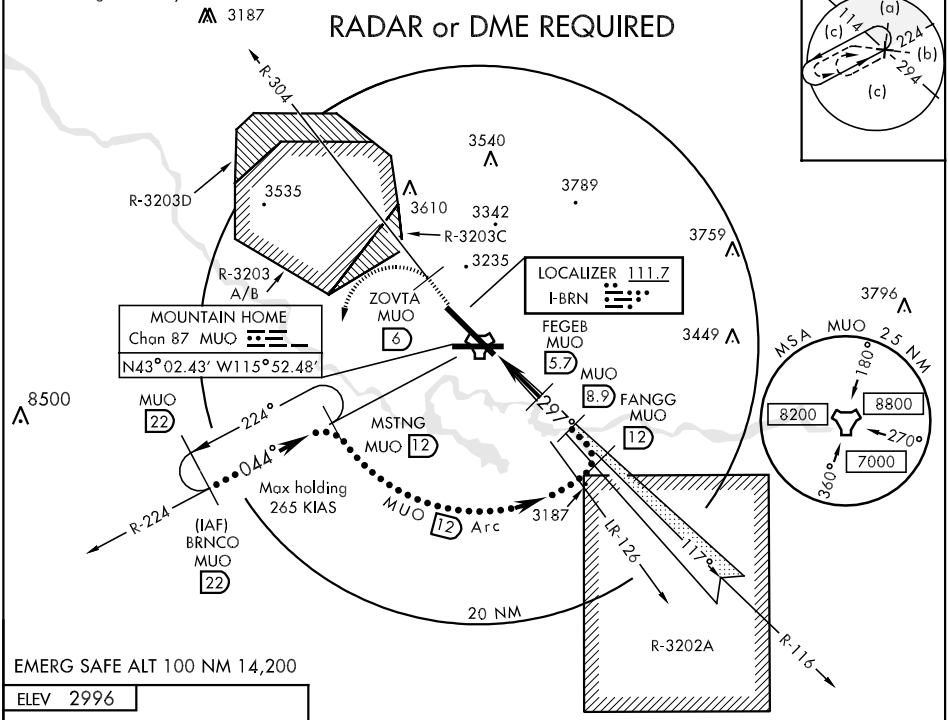
ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVTA INT/6 DME, turn left direct MSTNG and hold.

ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425

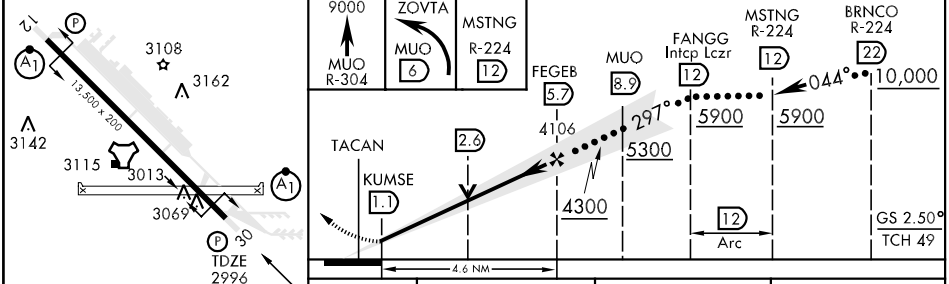
* * * Circling NE of Rwy 12-30 not authorized.

RADAR or DME REQUIRED



EMERG SAFE ALT 100 NM 14,200

ELEV 2996



FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:19	1:59	1:44	1:33	1:24

CATEGORY	C	D	E
S-ILS 30 *	3196/24 200 (200-½)		
S-LOC 30 **	3460/40 464 (500-¾)	3460/50 464 (500-1)	3460/60 464 (500-1¼)
CIRCLING ***	3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

NW-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 12

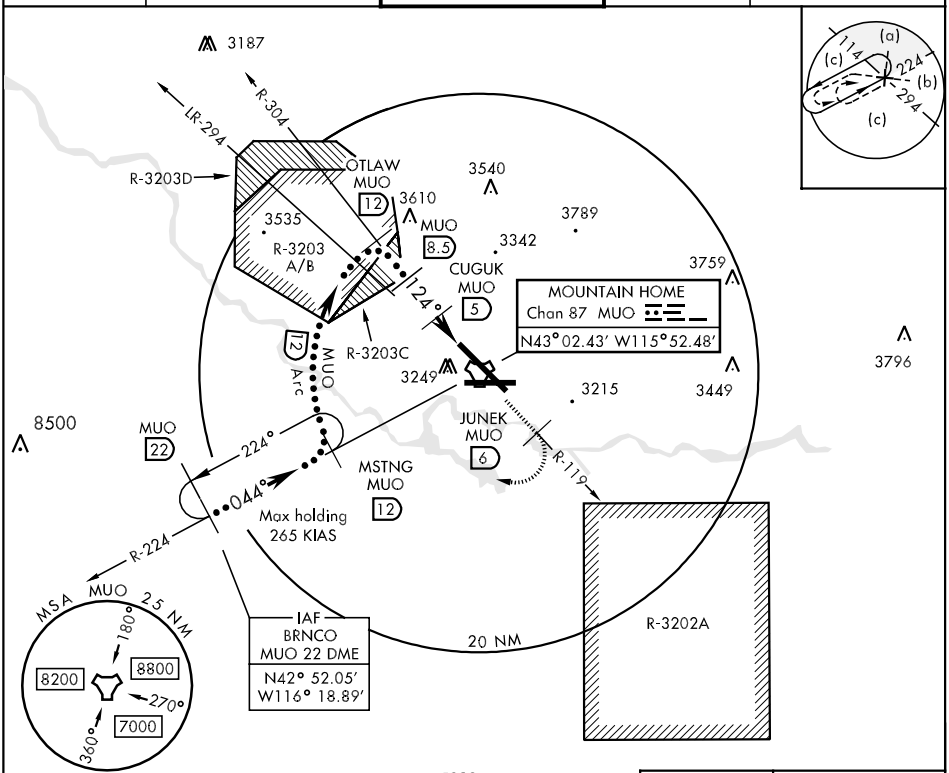
TACAN MUO Chan 87	APCH CRS 124°	Rwy ldg 13,500 TDZE 2986 Arpt Elev 2996	JAL-323 [USAF]	MOUNTAIN HOME AFB (KMUO)

T * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling NE of Rwy 12-30 not authorized.

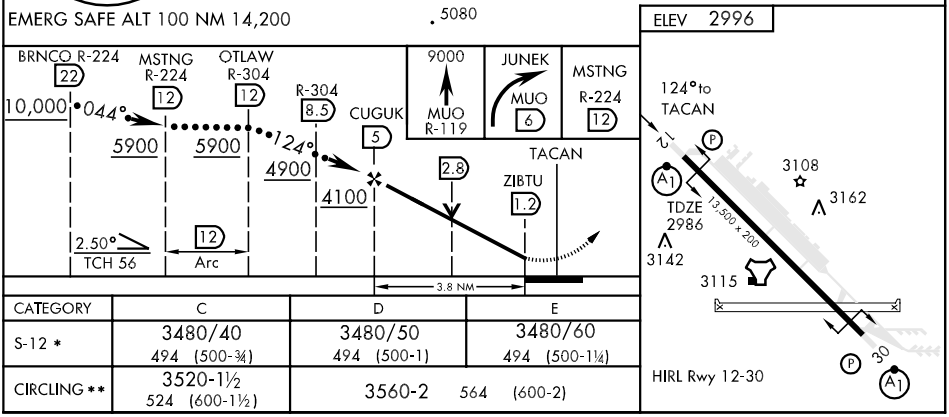
ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425



EMERG SAFE ALT 100 NM 14,200



CATEGORY	C	D	E
S-12 *	3480/40 494 (500-¾)	3480/50 494 (500-1)	3480/60 494 (500-1¼)
CIRCLING **	3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 30

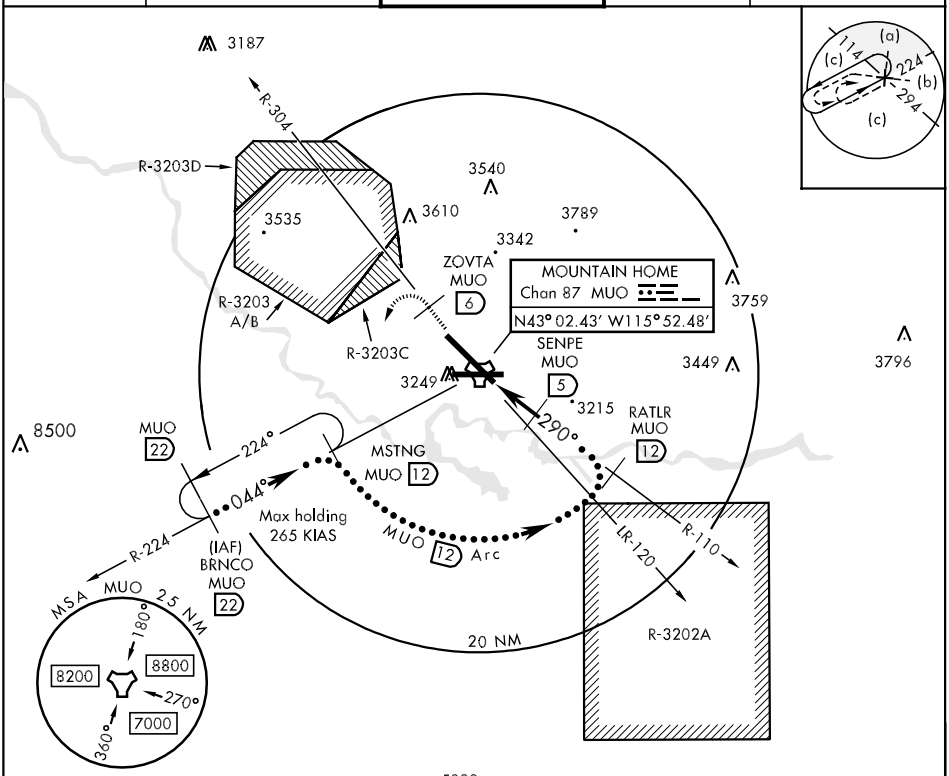
TACAN MUO Chan 87	APCH CRS 290°	Rwy ldg 13,500 TDZE 2996 Arpt Elev 2996	JAL-323 [USAF]	MOUNTAIN HOME AFB (KMUO)

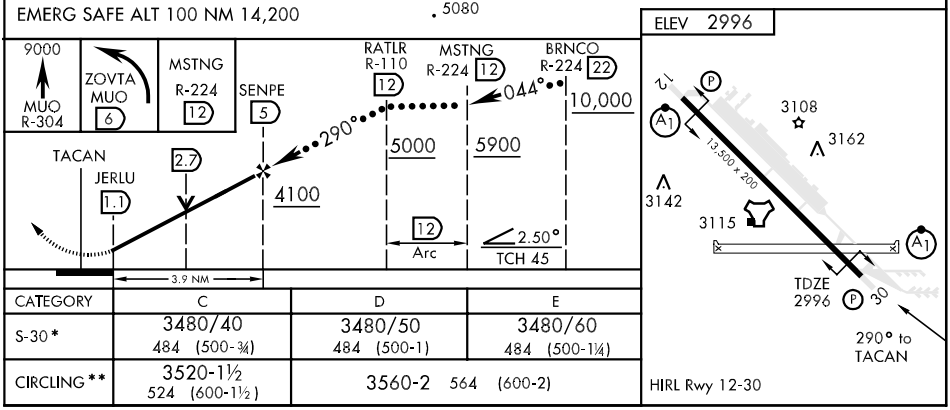
T * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling NE of Rwy 12-30 not authorized.

ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVTA INT/6 DME, turn left direct MSTNG and hold.

ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425





CATEGORY	C	D	E
S-30*	3480/40 484 (500-¾)	3480/50 484 (500-1)	3480/60 484 (500-1¼)
CIRCLING**	3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 12

LOC I-MUO	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	117°	13,500 / 2986 / 2996

AL-323 [USAF]

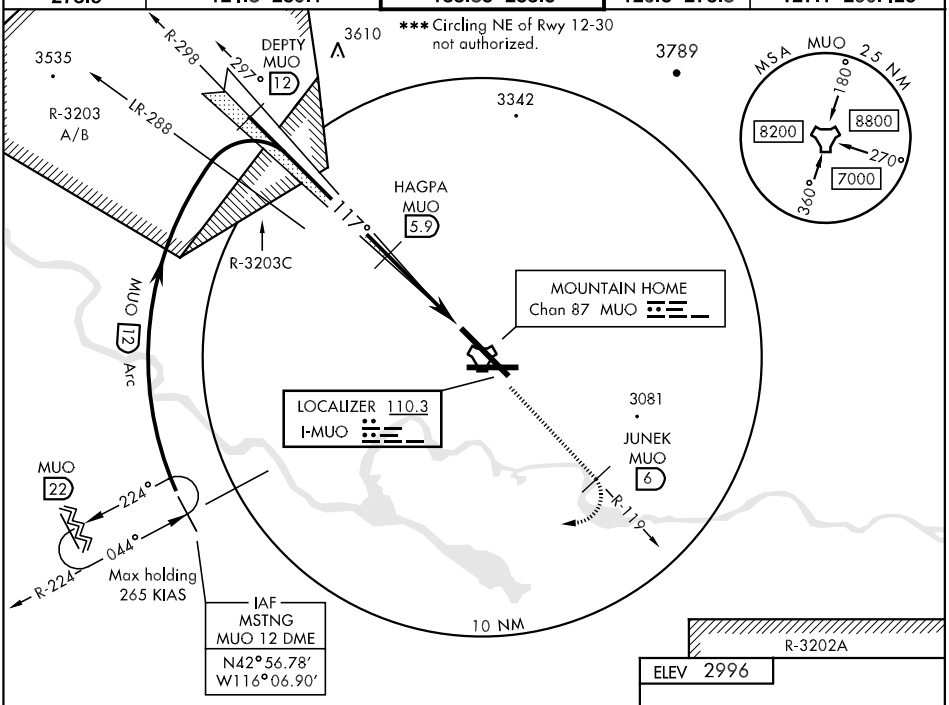
MOUNTAIN HOME AFB (KMUO)

* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

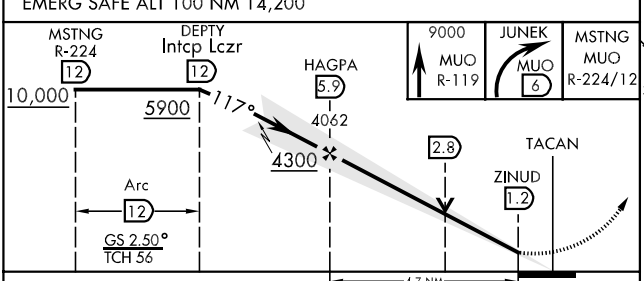
MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

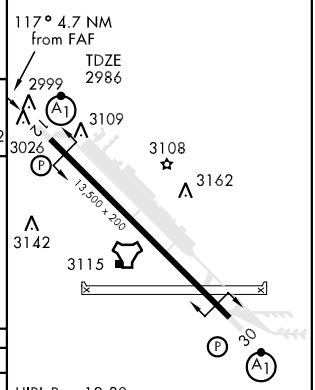
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 14,200





CATEGORY	A	B	C	D	E
S-ILS 12 *	3186/24 200 (200-½)				
S-LOC 12 **	3460/24 474 (500-½)		3460/40 474 (500-¾)	3460/50 474 (500-1)	3460/60 474 (500-1¼)
CIRCLING ***	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NW-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BRN	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.7	297°	13,500 / 2996 / 2996

AL-323 [USAF]

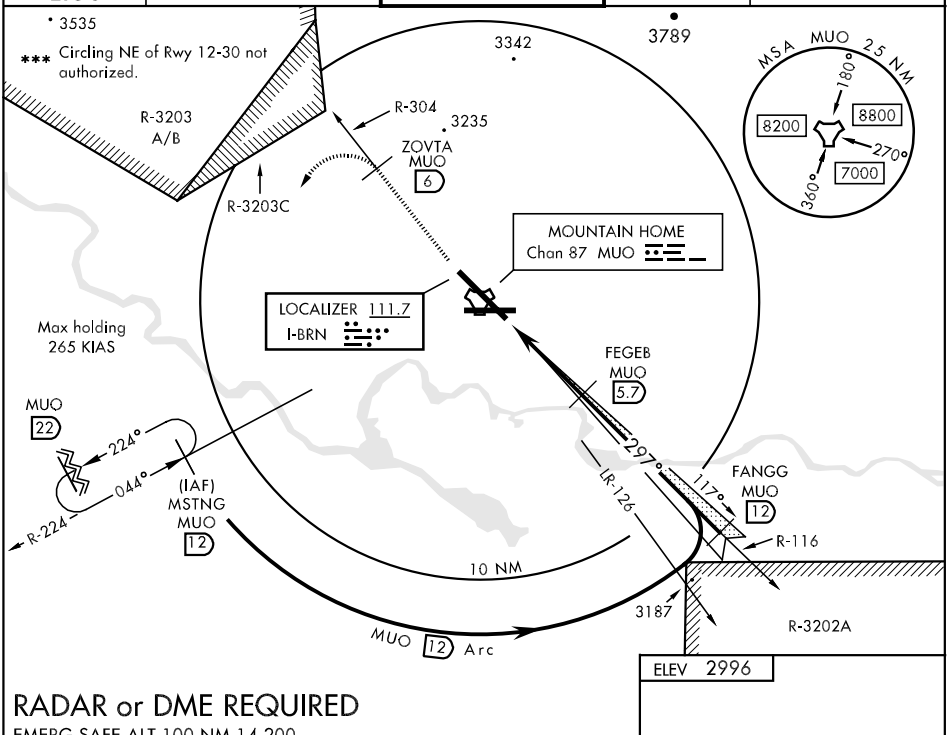
MOUNTAIN HOME AFB (KMUO)

T * When ALS inop, increase CAT ABCDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVTA/6 DME, turn left direct MSTNG and hold.

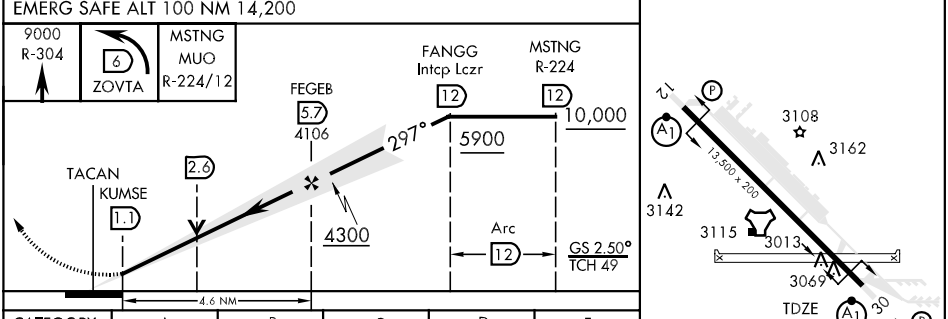
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425



NW-1, 21 OCT 2010 to 18 NOV 2010

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 14,200



CATEGORY	A	B	C	D	E
S-ILS 30 *	3196/24 200 (200-½)				
S-LOC 30 **	3460/24 464 (500-½)		3460/40 464 (500-¾)	3460/50 464 (500-1)	3460/60 464 (500-1¼)
CIRCLING ***	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:39	3:06	2:19	1:52	1:33

TACAN RWY 12

TACAN MUO	APCH CRS	Rwy ldg / TDZE / Arpt Elev
Chan 87	124°	13,500 / 2986 / 2996

AL-323 [USAF]

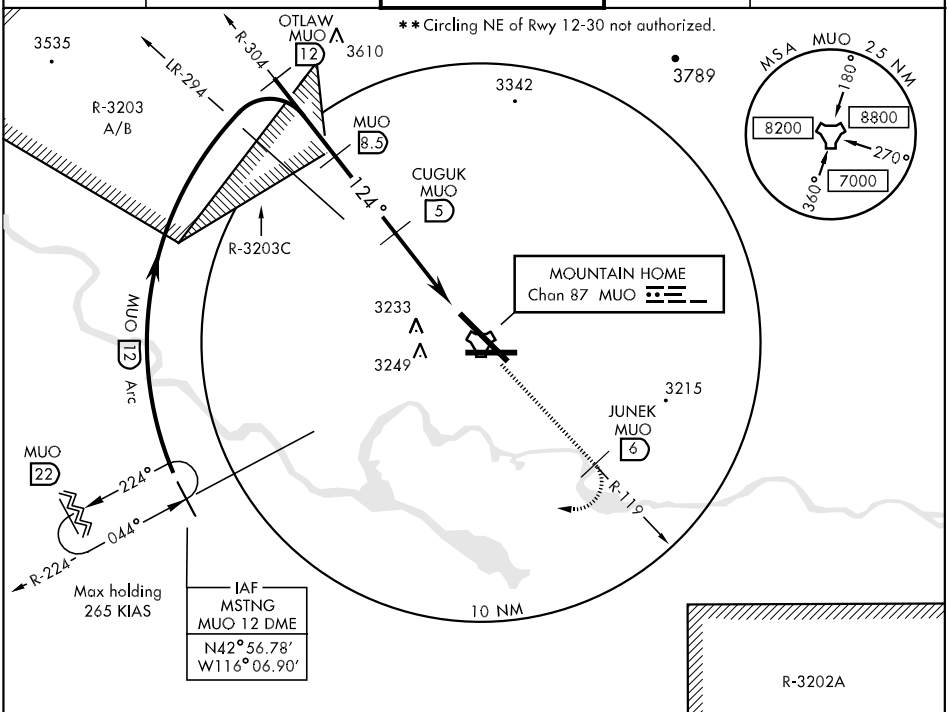
MOUNTAIN HOME AFB (KMUO)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-119 to JUNEK INT/6 DME, turn right direct MSTNG and hold.

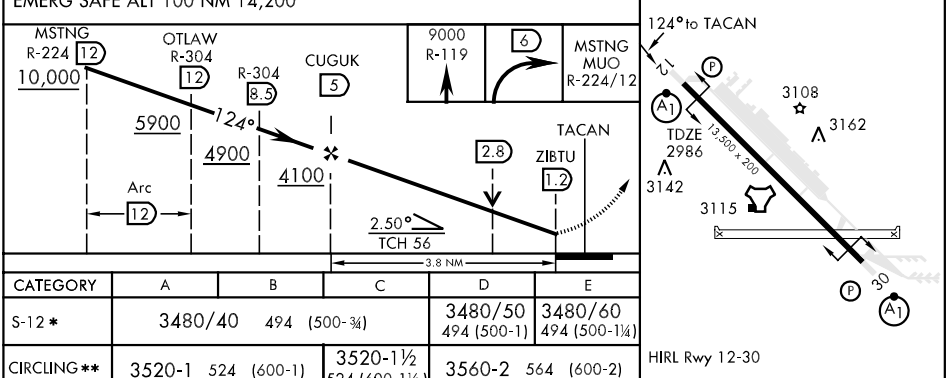
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425



NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

EMERG SAFE ALT 100 NM 14,200



CATEGORY	A	B	C	D	E
S-12 *	3480/40 494 (500-¾)			3480/50 494 (500-1)	3480/60 494 (500-1¼)
CIRCLING **	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

TACAN RWY 30

TACAN MUO	APCH CRS	Rwy ldg / TDZE / Arpt Elev
Chan 87	290°	13,500 / 2996 / 2996

AL-323 [USAF]

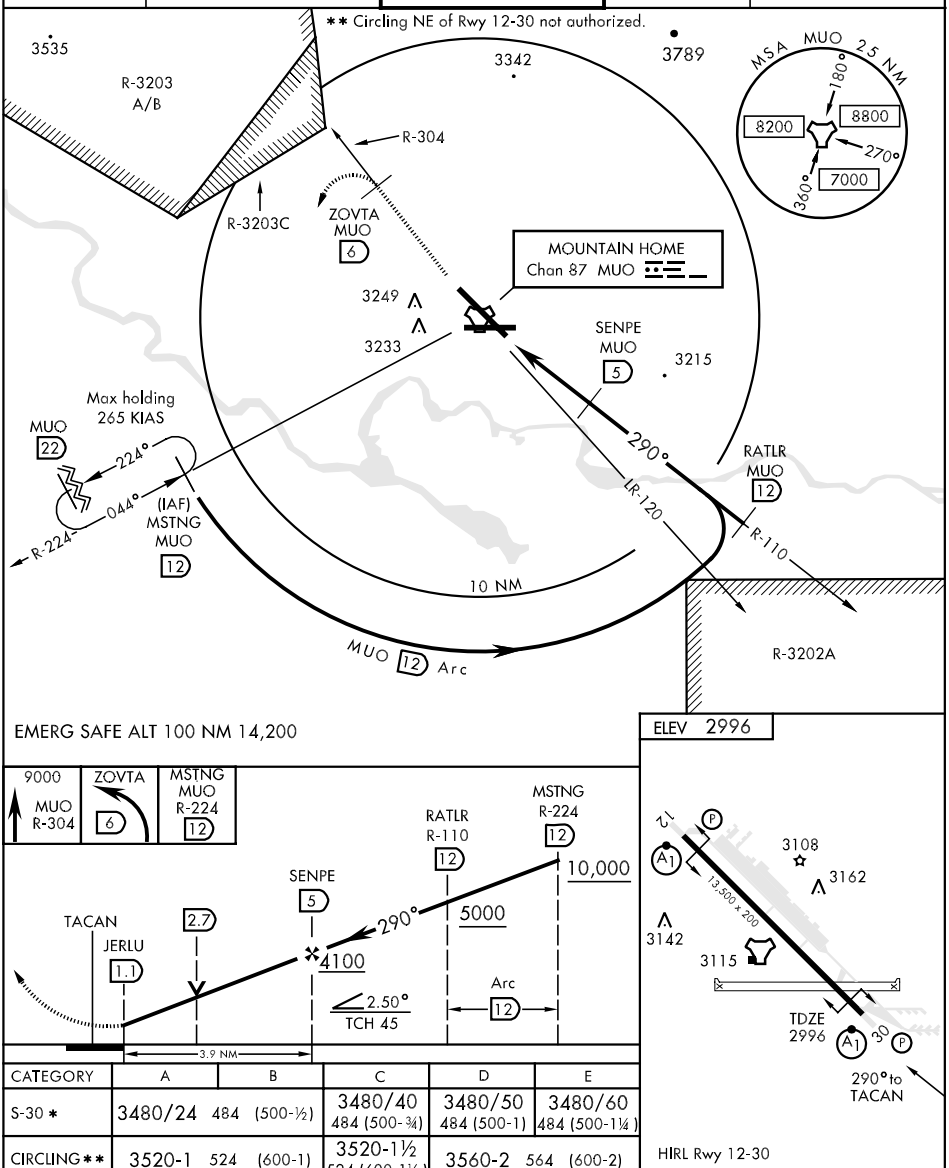
MOUNTAIN HOME AFB (KMUO)

T ∗When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 9000 via MUO R-304 to ZOVTA INT/6 DME, turn left direct MSTNG and hold.

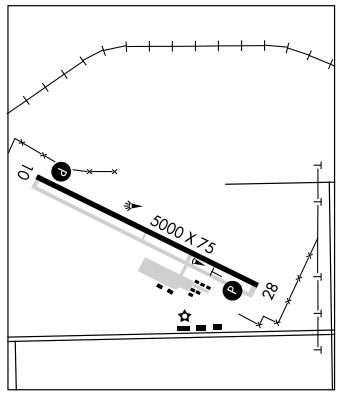
ATIS	MOUNTAIN HOME APP CON	MOUNTAIN HOME TOWER	GND CON	CLNC DEL
273.5	124.8 259.1	133.85 253.5	120.5 275.8	127.1 290.425



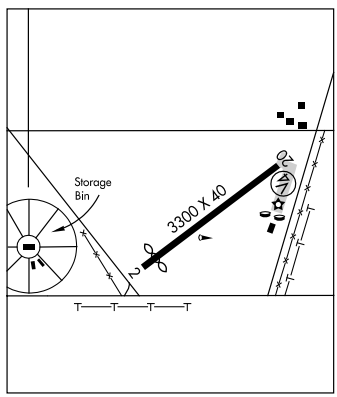
CATEGORY	A	B	C	D	E
S-30 ∗	3480/24 484 (500-½)		3480/40 484 (500-¾)	3480/50 484 (500-1)	3480/60 484 (500-1¼)
CIRCLING∗∗	3520-1 524 (600-1)		3520-1½ 524 (600-1½)	3560-2 564 (600-2)	

NW-1, 21 OCT 2010 to 18 NOV 2010

MOUNTAIN HOME MUNI (U76) 2 W UTC−7(−6DT) N43°07.90′ W115°43.83′ **SALT LAKE CITY**
3167 B S4 **FUEL** 100LL NOTAM FILE BOI **H–3D, L–11B**
RWY 10–28: H5000X75 (ASPH) S–42, D–53 MIRL **IAP**
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 28: REIL PAPI(P2L)—GA 3.0° TCH 33′. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Arpt attended after hours emerg only. Fuel avbl 24 hrs with credit card. High performance military jet operations conducted at Mountain Home AFB 8 NM Southwest of arpt. Extensive agricultural ops. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (BOISE RADIO)
Ⓡ **APP/DEP CON** 124.8 (Mon–Thu 1400–0700Z‡, Fri 1400–0100Z‡, clsd weekends and holidays)
SALT LAKE CENTER APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 124° 32.4 NM to fld. 2876/17E.
LIBERATOR (L) VORW 114.9 LIA N42°58.96′ W115°46.46′ 354° 9.1 NM to fld.
STURGEON NDB (MHW) 333 STI N43°06.80′ W115°39.51′ 272° 3.4 NM to fld. Unusable 320°–020° byd 15 NM.
COMM/NAV/WEATHER REMARKS: NOTE: See SPECIAL NOTICE—All aircraft operating within 20 NM of VOR are requested to contact Mountain Home APP CON on 124.8 for traffic advisory due to intensive military training in area.



MUD LAKE (WEST JEFFERSON CO) (1U2) 1 NW UTC−7(−6DT) **SALT LAKE CITY**
N43°51.06′ W112°30.08′ **L–11C**
4787 B NOTAM FILE BOI
RWY 02–20: H3300X40 (ASPH) LIRL (NSTD)
RWY 02: Thld dsplcd 400′. Fence.
RWY 20: TRCV(TRIL)—GA 3.5° TCH 40′. Road.
AIRPORT REMARKS: Attended May–Oct 1500–0000Z‡, Nov–Apr irregular. LIRL Rwy 20 and rotating bcn inoperative each year 1 Nov–1 Apr. Rwy 20 has low ints thld lgts; first 600′ rwy has low ints edge lgts, remaining 2700′ of rwy illuminated with white edge reflectors. Rwy 20 thld marked with thld lgts only. Dsplcd thld marked with retroreflective reflectors and thld bar. Rwy 20 +40′ pole at 700′, 200′ right. Confirm snow removal and winter condition with arpt manager, 208–663–4328 or 208–529–3875. Night operations recommended only to pilots familiar with airport approaches and surrounding terrain.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 207° 19.1 NM to fld. 4915/15E.



MULLAN PASS N47°27.42′ W115°38.76′ NOTAM FILE MLP. **GREAT FALLS**
(H) VORW/DME 117.8 MLP Chan 125 264° 22.7 NM to Shoshone Co. 6100/20E. **HIWAS.** **H–1D, L–13B**
VOR portion unusable 055°–085° byd 20 NM blo 9,500′
RCO 122.15 (BOISE RADIO)
ASOS 135.475 MLP N47°27.42′ W115°38.77′/6028. (208) 744–1721.

MURPHY (1U3) 0 E UTC−7(−6DT) N43°12.96′ W116°32.90′ **SALT LAKE CITY**
2855 NOTAM FILE BOI
RWY 12–30: H2500X45 (ASPH)
RWY 12: Road. **RWY 30:** Road.
AIRPORT REMARKS: Unattended. Recommend land Rwy 12, tkf Rwy 30 when wind condition permits. Rwy 12–30 thlds marked with painted rocks. Ctc sheriff's office in courthouse across hwy from arpt for assistance.
COMMUNICATIONS: CTAF 122.9

NDB RWY 28
MOUNTAIN HOME MUNI (U76)

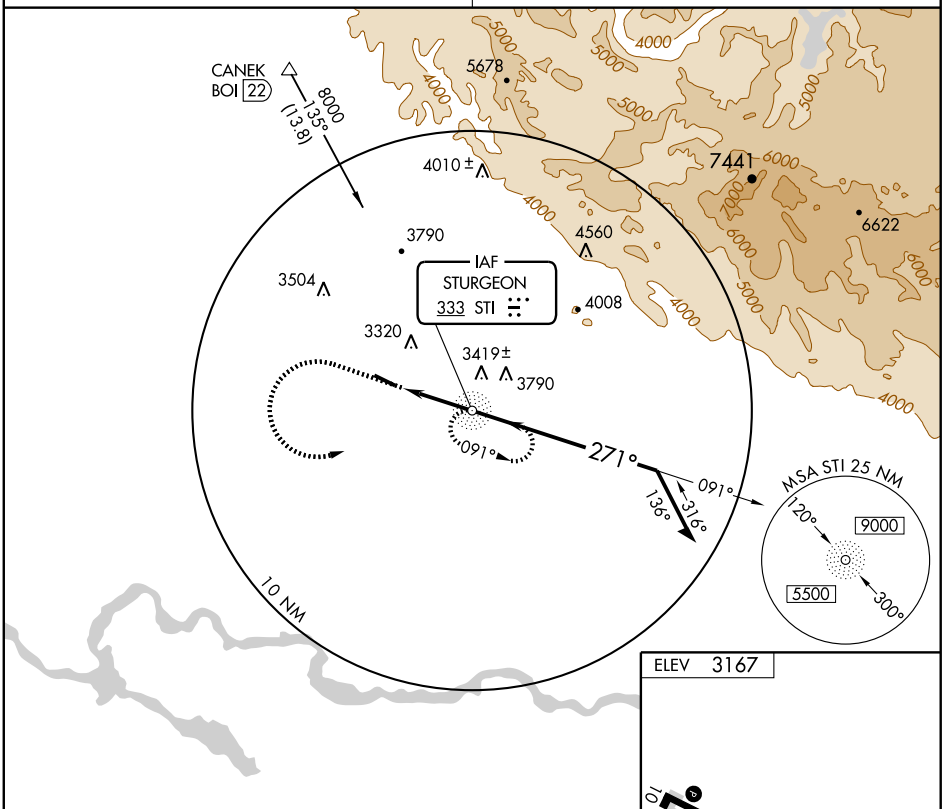
NDB STI	APP CRS	Rwy ldg	5000
333	271°	TDZE	3165
		Apt Elev	3167

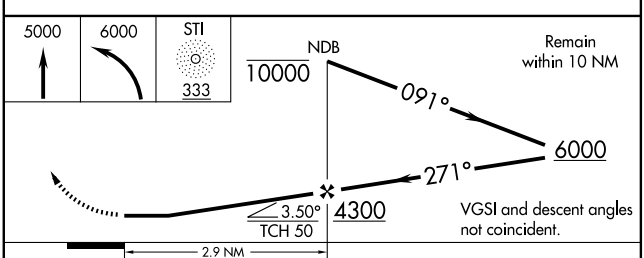
Circling to Rwy 10 NA at night. Visibility reduction by helicopters NA. Use Mountain Home AFB altimeter setting; when not received, procedure NA.

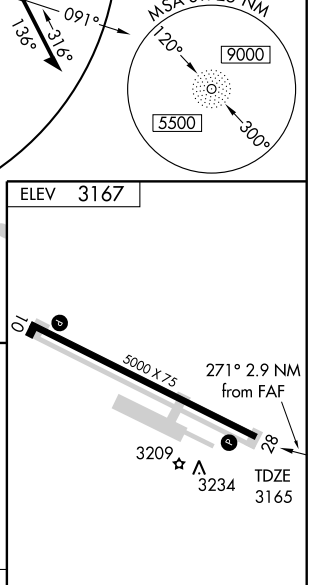
MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct STI NDB and hold.

MOUNTAIN HOME APP CON ★
124.8 259.1

UNICOM
122.8 (CTAF) L







REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-28	3720-1	555 (600-1)	3720-1½ 555 (600-1½)	3720-1¾ 555 (600-1¾)
CIRCLING	3720-1	553 (600-1)	3820-1¾ 653 (700-1¾)	3840-2¼ 673 (700-2¼)

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

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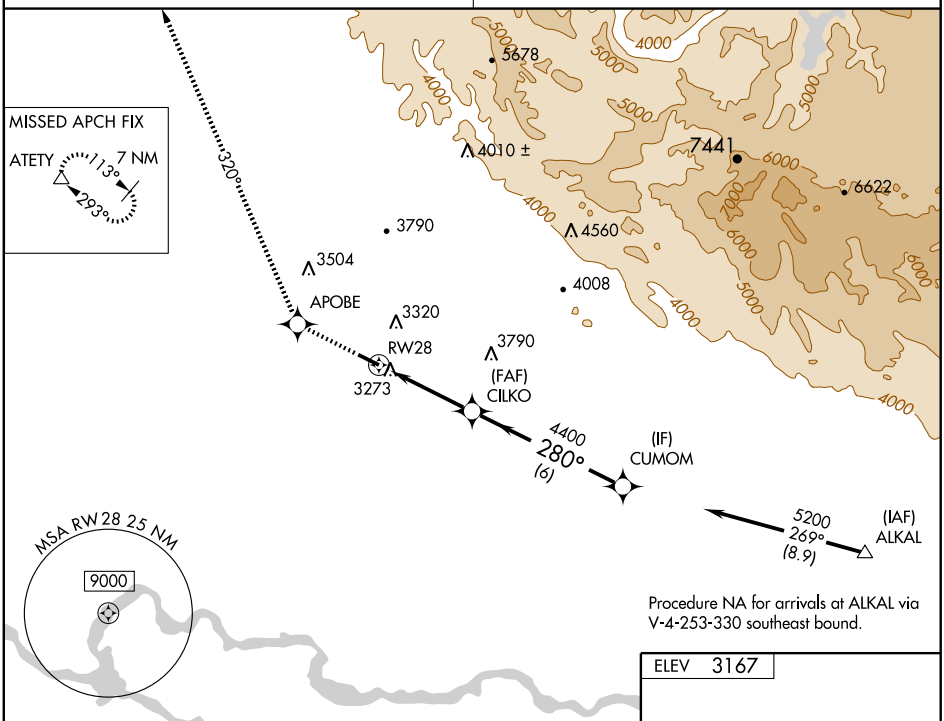
WAAS CH 42815 W28A	APP CRS 280°	Rwy ldg 5000 TDZE 3165 Apt Elev 3167

RNAV (GPS) RWY 28
MOUNTAIN HOME MUNI (U76)

Circling to Rwy 10 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mountain Home AFB altimeter setting, when not received procedure NA.

MISSED APPROACH: Climb to 7900 direct APOBE and via track 320° to ATETY and hold, continue climb-in-hold to 7900.

MOUNTAIN HOME APP CON ★	UNICOM
124.8 259.1	122.8 (CTAF) L

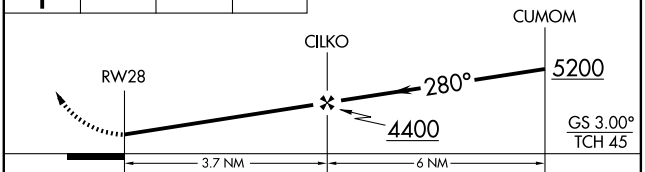


Procedure NA for arrivals at ALKAL via V-4-253-330 southeast bound.

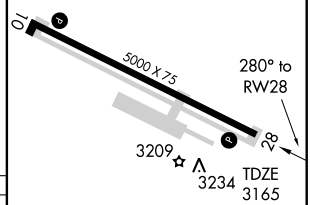
7900	APOBE	trk 320°	ATETY

VGSI and RNAV glidepath not coincident.

Procedure Turn NA



ELEV 3167



CATEGORY	A	B	C	D
LPV DA	3458-1 293 (300-1)			
LNAV/VNAV DA	3566-1½ 401 (400-1½)			
LNAV MDA	3580-1 415 (500-1)		3580-1¼ 415 (500-1¼)	
CIRCLING	3700-1 533 (600-1)	3720-1 553 (600-1)	3820-1¾ 653 (700-1¾)	3840-2¼ 673 (700-2¼)

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

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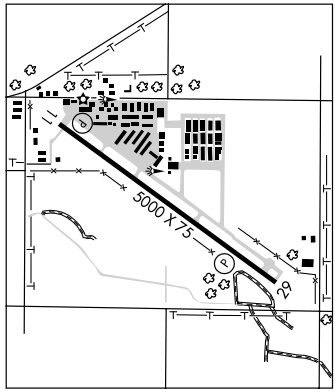
MURPHY HOT SPRINGS (See THREE CREEK)

NAMPA MUNI (MAN) 0 E UTC−7(−6DT) N43°34.88′ W116°31.38′ **SALT LAKE CITY**
2537 B S4 **FUEL** 100LL, JET A 0X 2 TPA—3537(1000) NOTAM FILE BOI **H–1C, L–11B**
RWY 11–29: H5000X75 (ASPH) S–26, D–50, 2D–60 MIRL **IAP**
RWY 11: PAPI(P2L)—GA 3.0° TCH 40′. Building.
RWY 29: PAPI(P2L)—GA 3.62° TCH 45′. Trees.
AIRPORT REMARKS: Attended 1500–0000Z‡.
WEATHER DATA SOURCES: AWOS–3 118.325 (208) 318–0040.
COMMUNICATIONS: CTAF/UNICOM 122.7
SQUAW BUTTE RCO 122.45 (BOISE RADIO)
Ⓡ **BOISE APP/DEP CON** 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 260° 14.5 NM to fld. 2876/17E.
MERIDIAN NDB (MHW) 238 MPA N43°36.20′ W116°32.34′ 136° 1.5 NM to fld.



NEW MEADOWS (1U4) 0 N UTC−7(−6DT) N44°58.68′ W116°17.04′ **GREAT FALLS**
3908 NOTAM FILE BOI
RWY 14–32: 2400X150 (TURF–GRVL)
RWY 14: Fence. **RWY 32:** Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maintenance. No line of sight between rwy ends. Rwy 14–32 edges and thlds marked with white rocks. Rwy 14–32 South half 20′ wide gravel strip with loose rocks up to 2″, North half sparse gravel up to 2″, grass may be high. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9
CASCADE RCO 122.35 (BOISE RADIO)

NEZ PERCE N46°22.89′ W116°52.17′ NOTAM FILE LWS. **SEATTLE**
(L) VORW/DME 108.2 MQG Chan 19 246° 6.1 NM to Lewiston–Nez Perce Co. 1720/20E. **L–13B**
DME unmonitored.
VOR portion unusable:
075°–115° byd 20 NM blo 12,000′
115°–155° byd 25 NM blo 6,900′
280°–290° byd 20 NM blo 4,200′
290°–335° byd 25 NM blo 4,000′

NEZ PERCE MUNI (ØS5) 0 N UTC−8(−7DT) N46°14.31′ W116°14.31′ **GREAT FALLS**
3201 NOTAM FILE BOI
RWY 15–33: H2400X30 (ASPH)
RWY 15: Hill. **RWY 33:** Trees.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1600–0100Z‡, Nov–Mar irregularly. 55′ AGL unmarked/unlgtd steel grain twr located 1350′ south of Rwy 33, 116′ left of extended centerline.
COMMUNICATIONS: CTAF 122.9

NORDMAN

PRIEST LAKE USFS (67S) 3 S UTC−8(−7DT) N48°34.50′ W116°57.81′ **GREAT FALLS**
2611 NOTAM FILE BOI
RWY 14–32: 4400X175 (TURF–GRVL)
RWY 14: Road. **RWY 32:** Road.
AIRPORT REMARKS: Unattended. USFS helipad private use. No winter maintenance. Rwy 14–32 may not be mowed to full width. Rwy 32 +14′ road at 300′ on centerline, 60′ trees at 500′ to 1000′ on centerline. Rwy 14–32 thlds marked with concrete strips. Do not park acft within 100′ of wx station.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy ldg	N/A
290°	TDZE	N/A
	Apt Elev	2537

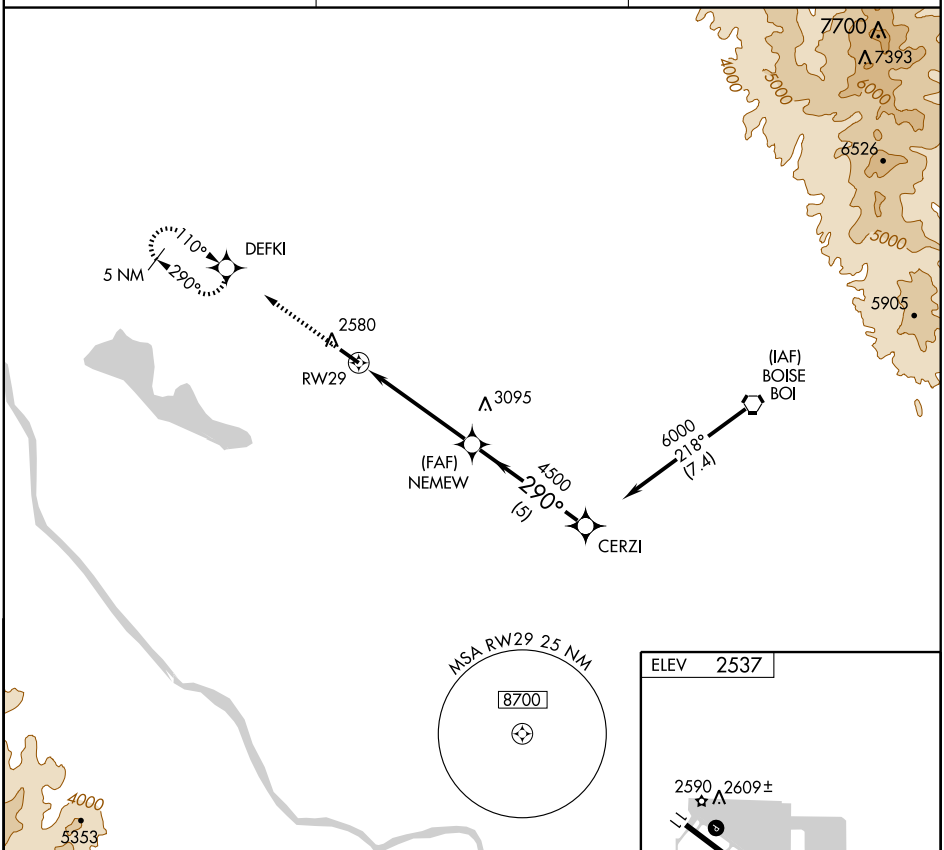
GPS-B
NAMPA MUNI (MAN)

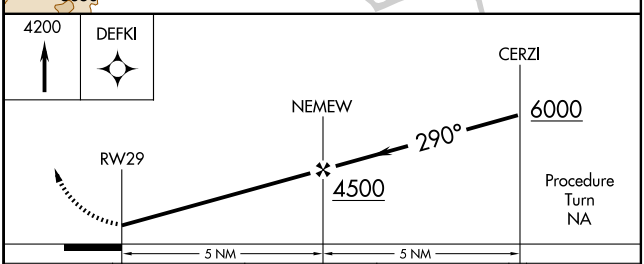
NA

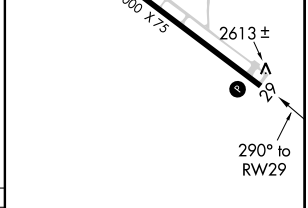
Use Caldwell altimeter setting.

MISSED APPROACH: Climb to 4200 direct DEFKI WP and hold.

AWOS-3	BOISE APP CON	UNICOM
118.325	119.6 269.4	122.7 (CTAF)







MIRL Rwy 11-29

CATEGORY	A	B	C	D
CIRCLING	3040-1 503 (600-1)		3040-1½ 503 (600-1½)	3100-2 563 (600-2)

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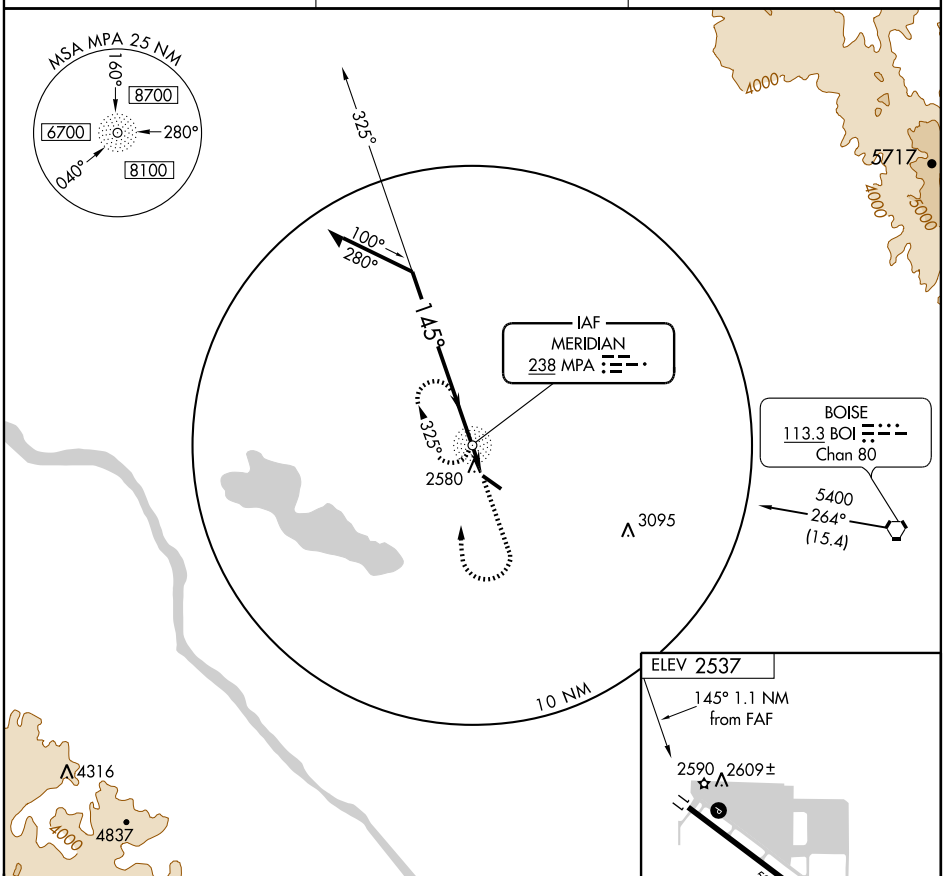
NDB MPA	APP CRS	Rwy ldg	N/A
238	145°	TDZE	N/A
		Apt Elev	2537

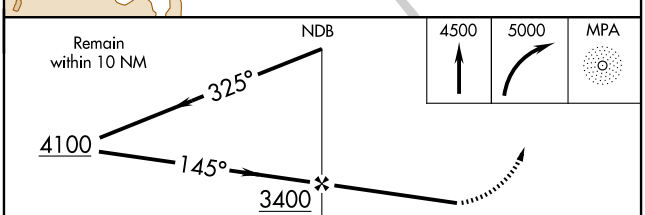
NDB-A
NAMPA MUNI (MAN)

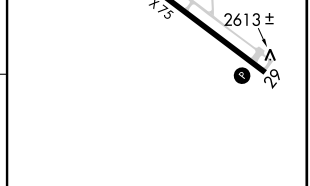
Use Caldwell altimeter setting; if not received use Boise altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4500 then climbing righ turn to 5000 direct MPA NDB and hold.

AWOS-3	BOISE APP CON	UNICOM
118.325	119.6 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3040-1 503 (600-1)		3040-1½ 503 (600-1½)	3100-2 563 (600-2)

FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

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WAAS CH 78202 W11A	APP CRS 110°	Rwy ldg 5000 TDZE 2537 Apt Elev 2537

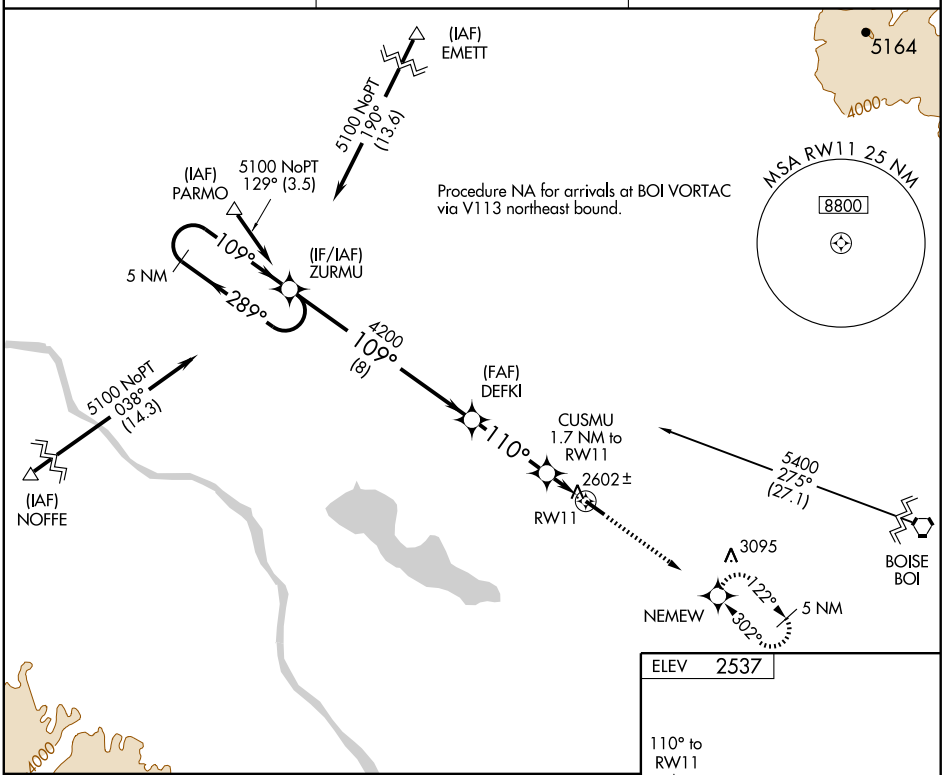
RNAV (GPS) RWY 11
NAMPA MUNI (MAN)

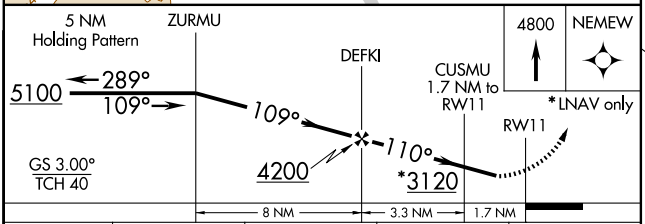
Baro-VNAV NA.
Use Caldwell Industrial altimeter setting; if not received, use Boise Air Terminal/Gowen Fld altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

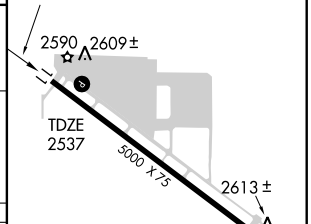
NA

MISSED APPROACH: Climb to 4800 direct NEMEW and hold, continue climb-in-hold to 4800.

AWOS-3	BOISE APP CON	UNICOM
118.325	119.6 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2844-1 307 (400-1)			
LNAV/VNAV DA	2881-1¼ 344 (400-1¼)			
LNAV MDA	2900-1 363 (400-1)			2900-1¼ 363 (400-1¼)
CIRCLING	3040-1 503 (600-1)		3040-1½ 503 (600-1½)	3100-2 563 (600-2)

MIRL Rwy 11-29

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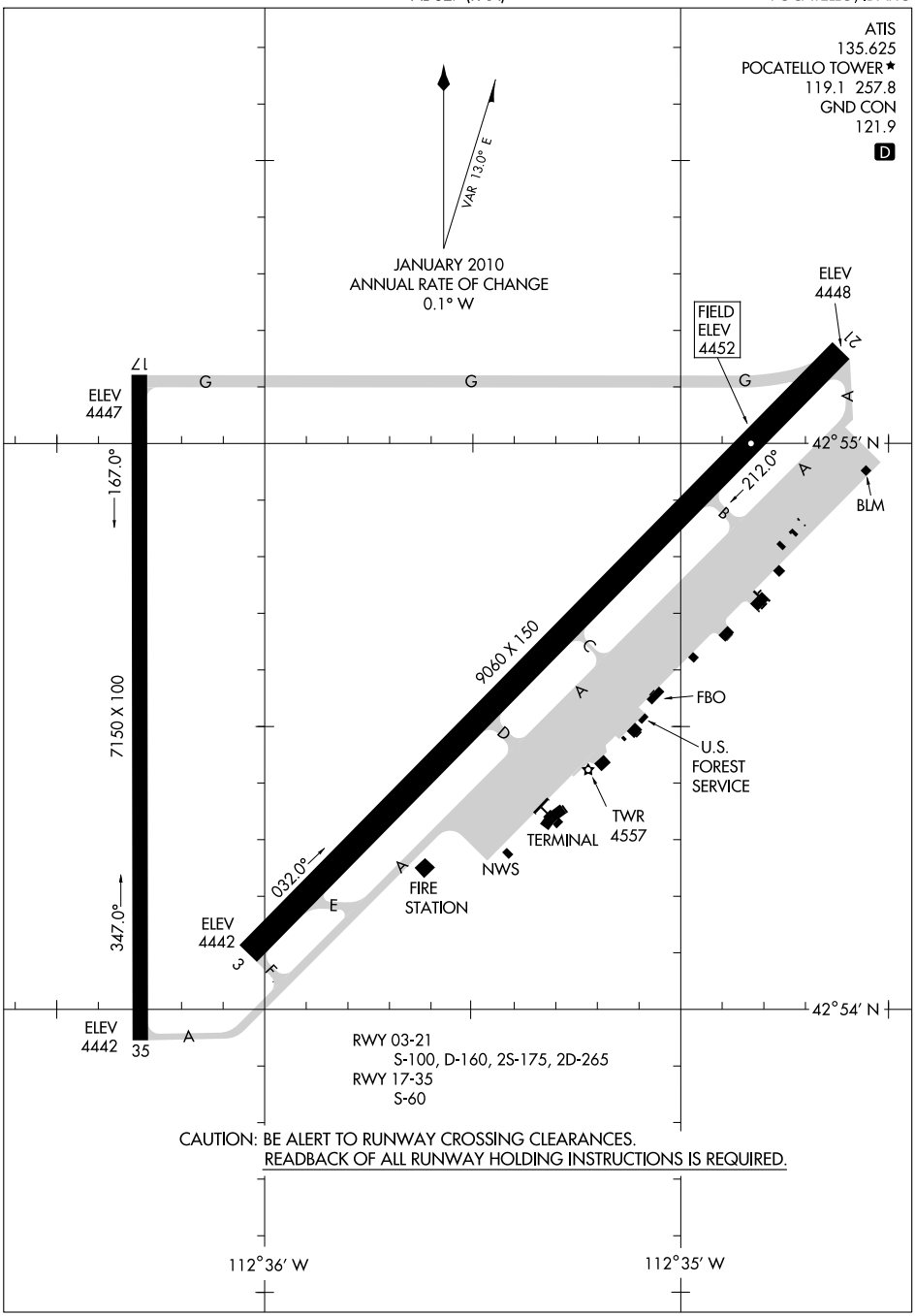
NW-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-327 (FAA)

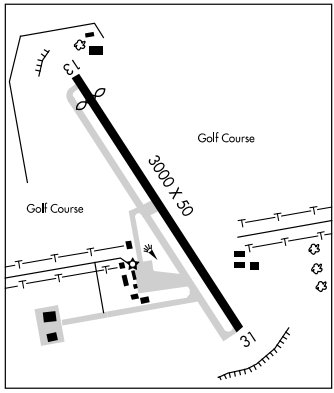
POCATELLO RGNL (PIH)
POCATELLO, IDAHO



NW-1, 21 OCT 2010 to 18 NOV 2010

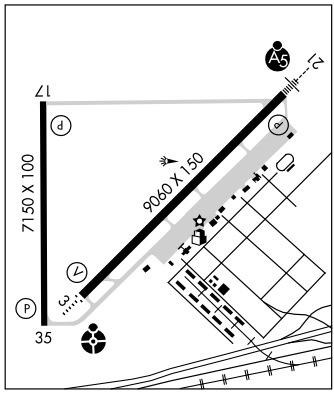
NW-1, 21 OCT 2010 to 18 NOV 2010

PAYETTE MUNI (S75) 2 NE UTC−7(−6DT) N44°05.67′ W116°54.22′ **SALT LAKE CITY**
2228 B S8 NOTAM FILE BOI **L–11B**
RWY 13–31: H3000X50 (ASPH) S–8 LIRL
RWY 13: Thld dsplcd 250′. Trees.
AIRPORT REMARKS: Unattended. Golfers adjacent to rwy edges and Rwy 13 thld. Arpt CLOSED to acft over 10,000 lbs gross weight. Rwy 31 thlds marked with white concrete markers and white concrete boundary markers. 2885′ MSL (405′ AGL) marked and lgtd steel tower located 2.2 miles S of arpt. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17′ W116°11.53′ 300° 44.8 NM to fld. 2876/17E.



PINE (1U9) 1 S UTC−7(−6DT) N43°27.74′ W115°18.55′ **SALT LAKE CITY**
4232 NOTAM FILE BOI
RWY 16–34: 2300X125 (TURF–DIRT)
RWY 16: Road. **RWY 34:** Brush. Rgt tfc.
AIRPORT REMARKS: Unattended. No winter maintenance. Dog–leg north end of strip. Rwy 16–34 edges and thlds marked with white rocks.
COMMUNICATIONS: CTAF 122.9

POCATELLO RGNL (PIH) 7 NW UTC−7(−6DT) N42°54.59′ W112°35.76′ **SALT LAKE CITY**
4452 B S4 **FUEL** 100LL, JET A1, A1 + OX 3, 4 Class II, ARFF Index A NOTAM FILE PIH **H–3D, L–11C**
RWY 03–21: H9060X150 (ASPH–PFC) S–100, D–160, 2S–175, 2D–265 HIRL **IAP, AD**
RWY 03: ODALS. VASI(V4L)—GA 3.0° TCH 53′.
RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 58′.
RWY 17–35: H7150X100 (ASPH) S–60 MIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 35: PAPI(P4L)—GA 3.0° TCH 45′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–9060 TODA–9060 ASDA–9060 LDA–9060
RWY 21: TORA–9060 TODA–9060 ASDA–9060 LDA–9060
AIRPORT REMARKS: Attended 1300–0500Z‡. Flocks of waterfowl invof arpt. Twy G has no edge lights or reflectors, restricted to day use only. Radio controlled acft 1 mile east of arpt blo 400′ AGL. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 208–234–6154 or 208–237–4738. Rwy 17–35 not available to air carrier ops with more than 30 passenger seats. After twr closed ACTIVATE MIRL Rwy 17–35, HIRL Rwy 03–21, ODALS Rwy 03, MALSR Rwy 21—CTAF.
WEATHER DATA SOURCES: ASOS 135.625 (208) 235–1287.
COMMUNICATIONS: CTAF 119.1 **ATIS** 135.625 (208) 232–2269
UNICOM 122.95
RCO 122.35 (BOISE RADIO)
Ⓡ **SALT LAKE CENTER APP/DEP CON** 128.35
TOWER 119.1 (1300–0500Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.
(H) VORTACW 112.6 PIH Chan 73 N42°52.22′ W112°39.13′ 029° 3.4 NM to fld. 4433/17E.
VOR portion unusable 060°–130° beyond 25 NM below 13,500′.
DME portion unusable 060°–130° beyond 25 NM below 13,500′.
TYHEE NDB (LOM) 383 PI N42°57.83′ W112°30.98′ 210° 4.8 NM to fld. Unmonitored when twr clsd.
ILS/DME 110.3 I–PIH Chan 40 Rwy 21. Class IE. LOM TYHEE NDB. LOC unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at tower. FBO monitors 122.95 and 123.0.



LOC/DME I-PIH 110.3 Chan 40	APP CRS 211°	Rwy ldg 9060 TDZE 4452 Apt Elev 4452

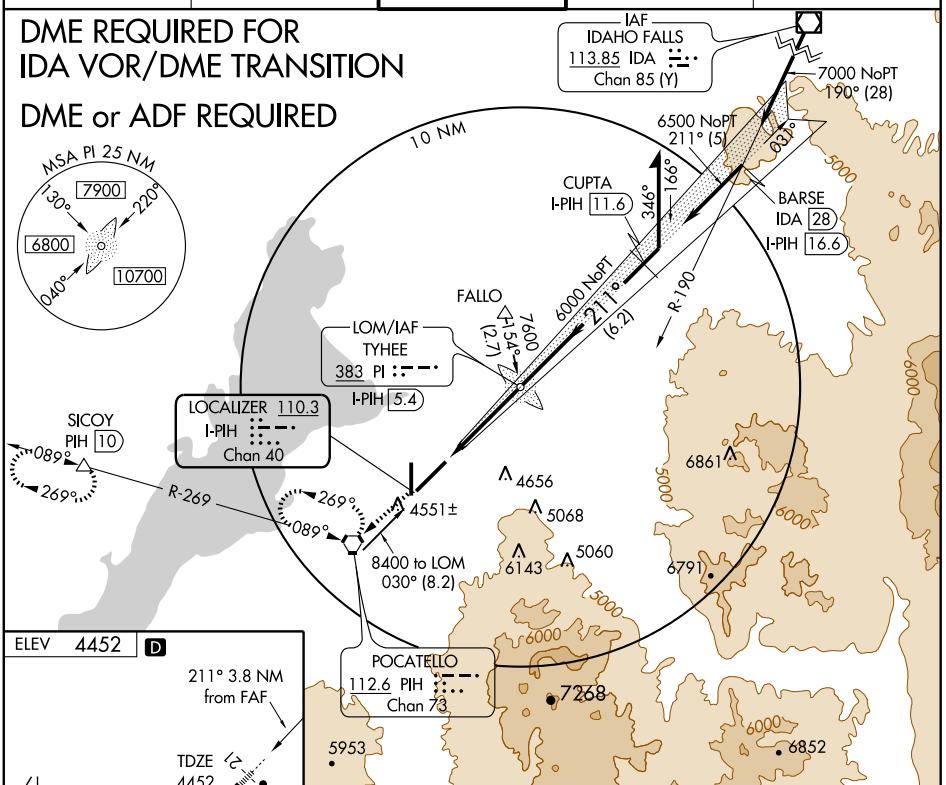
ILS or LOC RWY 21
POCATELLO RGNL (PIH)

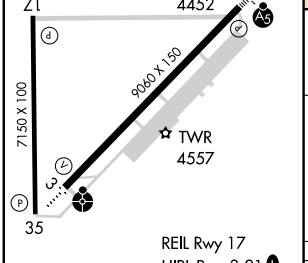
Circling NA southeast of Rwy 3-21.
For inoperative MALSR, increase S-ILS-21 Cat E visibility to RVR 4000, and S-LOC-21 Cat E visibility to RVR 5000. ** Visibility CAT A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

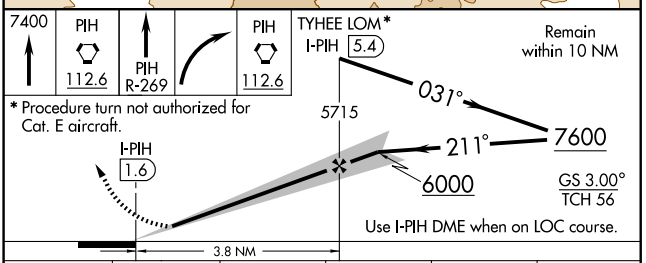
MALSR

MISSED APPROACH: Climb to 7400 direct PIH VORTAC, continue climb via PIH VORTAC R-269, then right turn direct PIH VORTAC and hold (TACAN aircraft continue via PIH VORTAC R-269 to SICOY/ PIH 10 DME and hold W, right turns, 089° inbound).

ATIS	SALT LAKE CENTER	POCATELLO TOWER*	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95







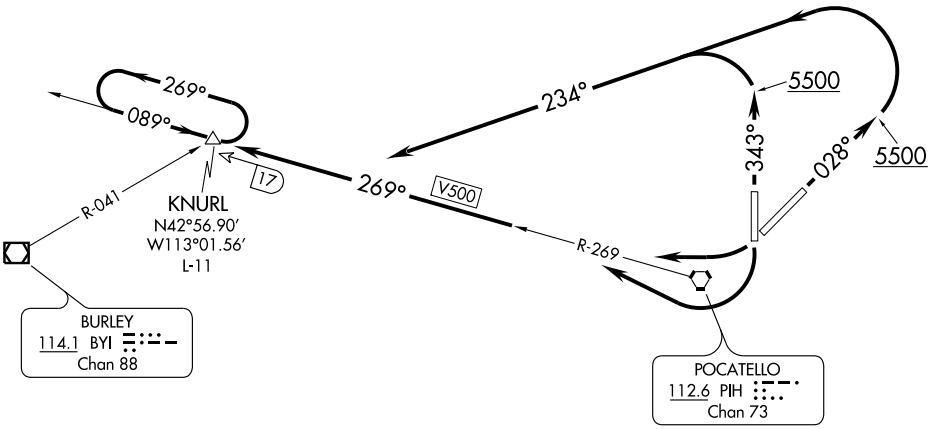
FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D	E
S-ILS 21	** 4652/24 200 (200-½)				
S-LOC 21	4740/24 288 (300-½)			4740/40 288 (300-¾)	
CIRCLING	4820-1 368 (400-1)	4920-1 468 (500-1)	4920-1½ 468 (500-1½)	5020-2 568 (600-2)	

NW-1, 21 OCT 2010 to 18 NOV 2010
NW-1, 21 OCT 2010 to 18 NOV 2010

KNURL ONE DEPARTURE (OBSTACLE)

BOISE RADIO
122.6
POCATELLO TOWER ★
119.1 (CTAF) 257.8
SALT LAKE CENTER
128.35 239.25



TAKE-OFF MINIMUMS
Rwy 3, 21, 35: Standard.
Rwy 17, 400-2 or standard with minimum climb of 270′ per NM to 4900.

TAKE-OFF OBSTACLE NOTES
Rwy 3, Trees beginning 3353′ from DER, 735′ left of centerline, up to 100′ AGL/4549′ MSL.
Rod on obstruction light 978′ from DER, 759′ right of centerline, 39′ AGL/4486′ MSL.
Rwy 17, Transmission tower 1.1 NM from DER, 2395′ left of centerline, 252′ AGL/4693′ MSL.
Trees beginning 1.6 NM from DER, 2642′ left of centerline, up to 100′ AGL/4759′ MSL.
Fence 112′ from DER, 416′ right of centerline, 12′ AGL/4453′ MSL.
Bush 30′ from DER, 261′ right of centerline, 3′ AGL/4445′ MSL.
Fence 208′ from DER, 421′ right of centerline, 13′ AGL/4449′ MSL.
Rwy 21, Antenna 453′ from DER, 309′ left of centerline, 20′ AGL/4466′ MSL.
Light on localizer, 543′ from DER, 286′ left of centerline, 20′ AGL/4462′ MSL.
Rwy 35, Electrical equipment 197′ from DER, 248′ left of centerline, 7′ AGL/4454′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 028° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .
TAKE-OFF RUNWAY 35: Climb heading 343° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence . . . .
TAKE-OFF RUNWAY 17: Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . . .
TAKE-OFF RUNWAY 21: Climbing right turn to 7500 via PIH R-269 to KNURL INT, thence . . . .

. . . . via assigned route expect filed altitude 10 minutes after departure.

WAAS CH 97502 W03A	APP CRS 031°	Rwy ldg 9060 TDZE 4444 Apt Elev 4452

RNAV (GPS) RWY 3
POCATELLO RGNL (PIH)

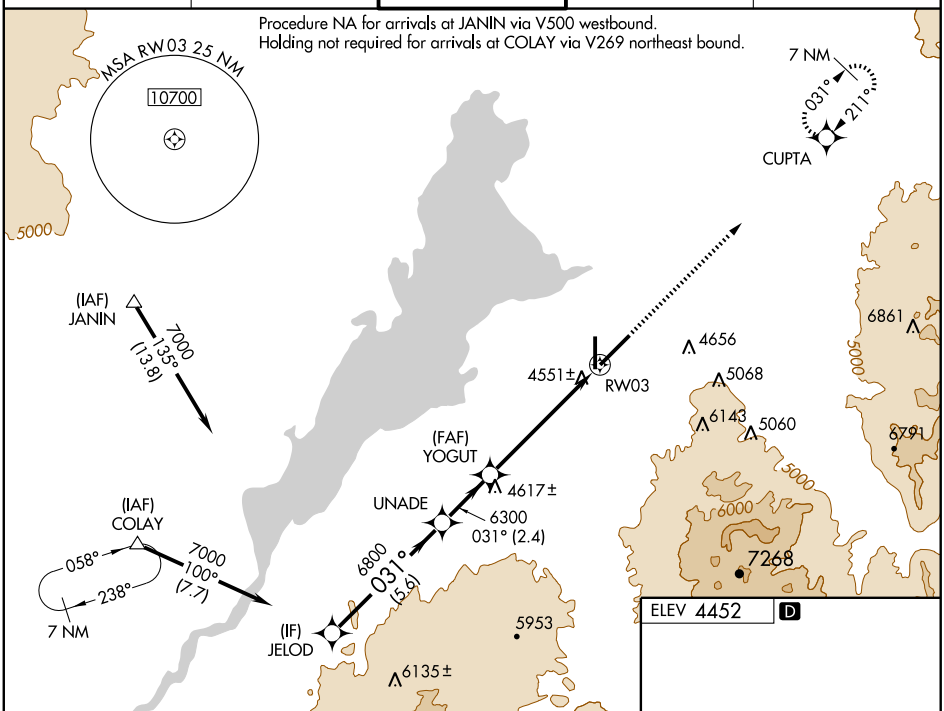
Inoperative table does not apply.
DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (9°F) or above 40°C (104°F). If local altimeter setting not received, use Idaho Falls Rgnl altimeter setting and increase all DAs/MDAs 140 feet.
Baro-VNAV NA when using Idaho Falls Rgnl altimeter setting.
Circling NA southeast of Rwy 3-21.
Visibility reduction by helicopters NA.

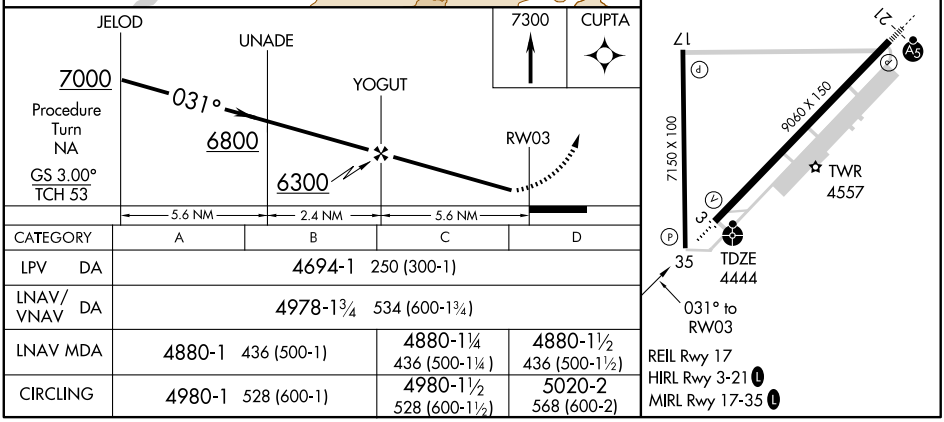
ODALS

MISSED APPROACH: Climb to 7300 direct CUPTA and hold.

ATIS	SALT LAKE CENTER	POCATELLO TOWER★	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrivals at JANIN via V500 westbound.
Holding not required for arrivals at COLAY via V269 northeast bound.





CATEGORY	A	B	C	D
LPV DA	4694-1 250 (300-1)			
LNAV/VNAV DA	4978-1¾ 534 (600-1¾)			
LNAV MDA	4880-1 436 (500-1)		4880-1¼ 436 (500-1¼)	4880-1½ 436 (500-1½)
CIRCLING	4980-1 528 (600-1)		4980-1½ 528 (600-1½)	5020-2 568 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78212 W21A	APP CRS 211°	Rwy ldg 9060 TDZE 4452 Apt Elev 4452

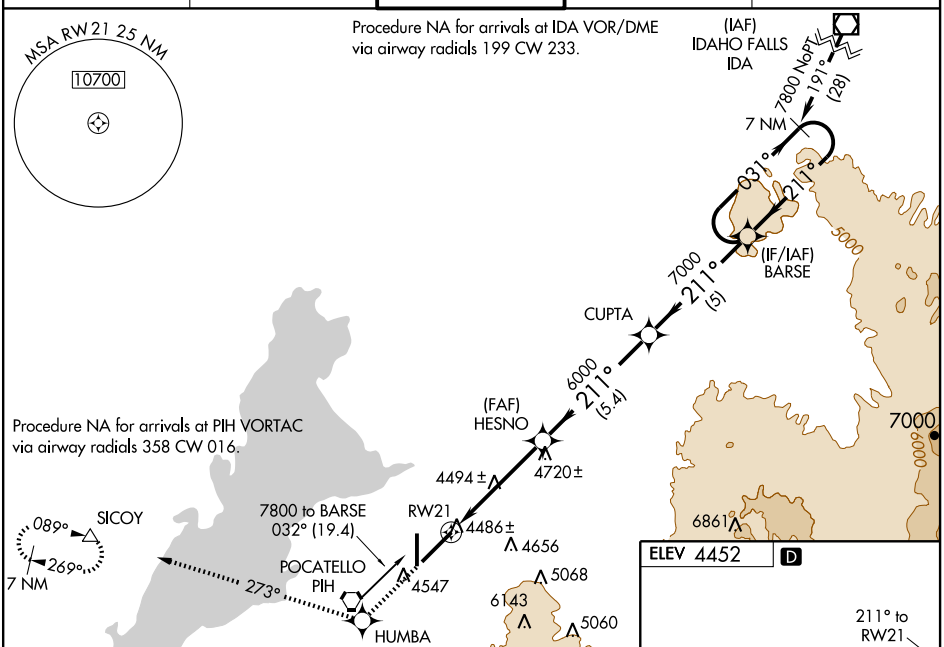
RNAV (GPS) RWY 21
POCATELLO RGNL (PIH)

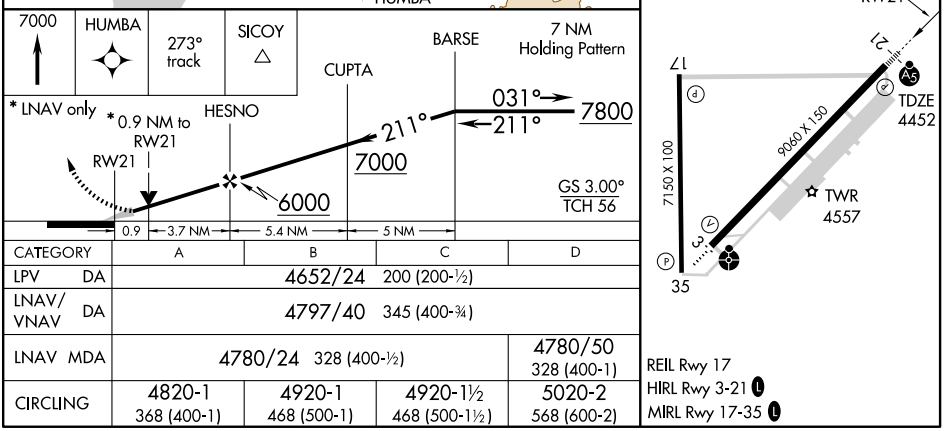
Inoperative table does not apply to LNAV Cat D. For inoperative MALSR when using Idaho Falls altimeter setting, increase LPV all Cats visibility to 1¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Idaho Falls altimeter setting and increase all DA and MDA 140 feet; increase LPV all Cats, LNAV Cat C, and Circling Cat C and D visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile.
Baro-VNAV and VDP NA when using Idaho Falls altimeter setting.
Circling NA southeast of Rwy 3-21. Circling NA at night to Rwy 17-35.

MALSR

MISSED APPROACH: Climb to 7000 direct HUMBA and via 273° track to SICOY and hold.

ATIS	SALT LAKE CENTER	POCATELLO TOWER★	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	4652/24 200 (200-½)			
LNAV/VNAV DA	4797/40 345 (400-¾)			
LNAV MDA	4780/24 328 (400-½)			4780/50 328 (400-1)
CIRCLING	4820-1 368 (400-1)	4920-1 468 (500-1)	4920-1½ 468 (500-1½)	5020-2 568 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PIH	APP CRS	Rwy ldg	9060
112.6	211°	TDZE	4452
Chan 73		Apt Elev	4452

VOR/DME or TACAN RWY 21

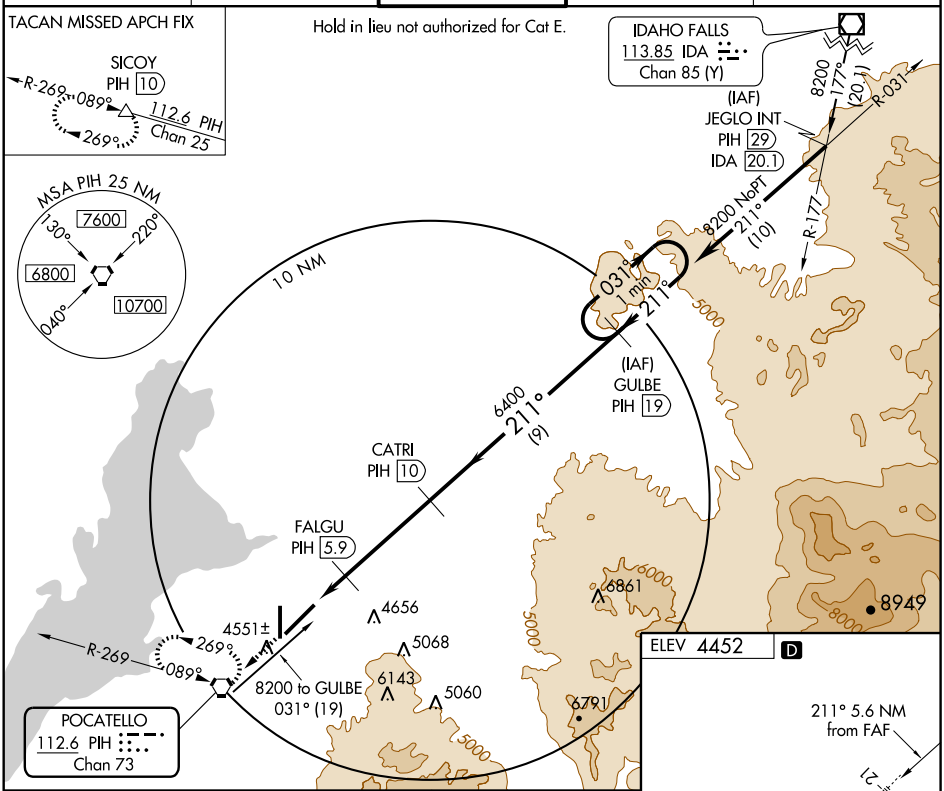
POCATELLO RGNL (PIH)

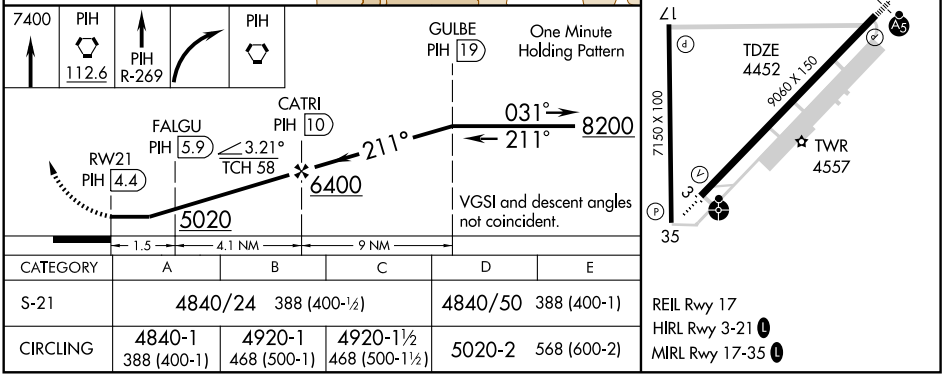
Circling NA Southeast of Rwy 3-21.
For inoperative MALSR increase S-21 Cat. D and E visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 7400 direct PIH VORTAC, continue climb via PIH VORTAC R-269, then right turn direct PIH VORTAC and hold (TACAN aircraft continue via PIH VORTAC R-269 to SICOY/PIH 10 DME and hold W, right turns, 089° inbound).

ATIS	SALT LAKE CENTER	POCATELLO TOWER★	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D	E
S-21	4840/24 388 (400-½)			4840/50 388 (400-1)	
CIRCLING	4840-1 388 (400-1)	4920-1 468 (500-1)	4920-1½ 468 (500-1½)	5020-2 568 (600-2)	

REIL Rwy 17
HIRL Rwy 3-21 L
MIRL Rwy 17-35 L

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NW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC PIH 112.6 Chan 73	APP CRS 033°	Rwy ldg 9060 TDZE 4444 Apt Elev 4452

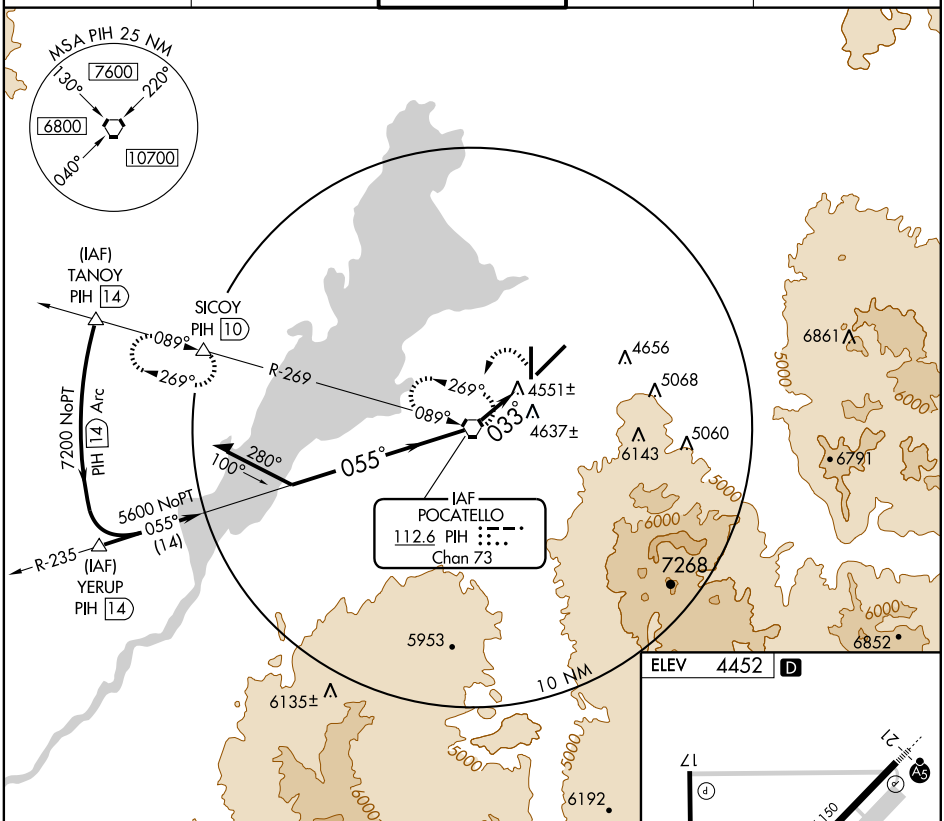
VOR or TACAN RWY 3
POCATELLO RGNL (PIH)

Circling not authorized Southeast of Rwy 3-21.
Inoperative table does not apply.

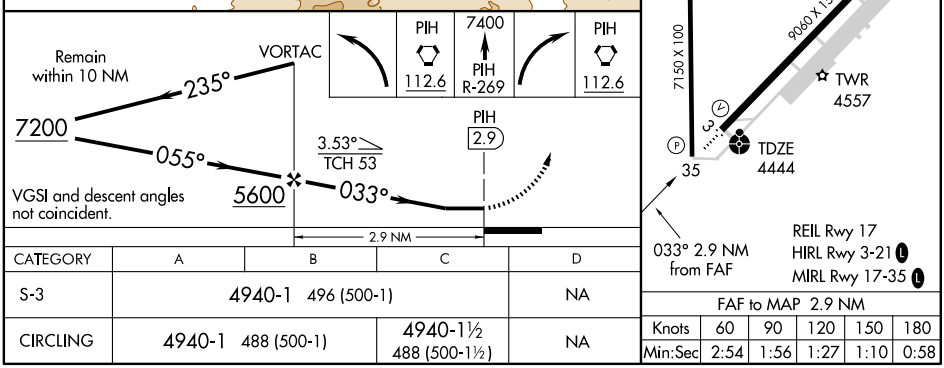
ODALS

MISSED APPROACH: Climbing left turn direct PIH VORTAC, continue to 7400 via PIH VORTAC R-269, then right turn direct PIH VORTAC and hold (TACAN aircraft continue via R-269 to SICOY/PIH 10 DME and hold W, right turns, 089° inbound).

ATIS	SALT LAKE CENTER	POCATELLO TOWER★	GND CON	UNICOM
135.625	128.35 239.25	119.1 (CTAF) L 257.8	121.9	122.95



ELEV 4452 D



CATEGORY	A	B	C	D
S-3	4940-1 496 (500-1)			NA
CIRCLING	4940-1 488 (500-1)		4940-1½ 488 (500-1½)	NA

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

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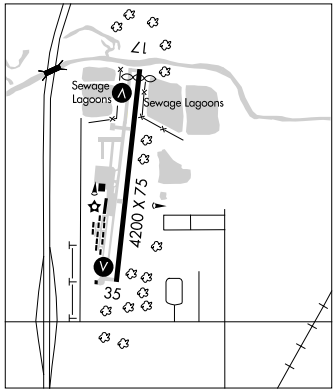
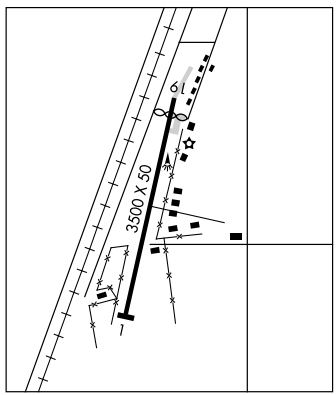
REXBURG–MADISON CO (RXE) 1 NW UTC−7(−6DT) N43°50.03′ W111°48.31′ **SALT LAKE CITY**
4858 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE RXE **L–11D**
RWY 17–35: H4200X75 (ASPH) S–30 MIRL **IAP**
RWY 17: VASI(V4R)—GA 3.0°TCH 50′. Thld dsplcd 300′. Tree.
RWY 35: REIL. VASI(V4L)—GA 3.0°TCH 40′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4200 TODA–4200 ASDA–4200 LDA–3900
RWY 35: TORA–4200 TODA–4200 ASDA–3900 LDA–3900
AIRPORT REMARKS: Attended Mon–Sat 1500–0100Z‡. ACTIVATE VASI Rwy 17 and Rwy 35 and REIL Rwy 35–CTAF.
WEATHER DATA SOURCES: ASOS 135.075 (208) 356–0986.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CENTER APP/DEP CON** 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE IDA.
IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y)
N43°31.14′ W112°03.84′ 016° 22.0 NM to fld. 4724/15E.



RIGBY–JEFFERSON CO (U56) 2 S UTC−7(−6DT) N43°38.55′ W111°55.76′ **SALT LAKE CITY**
4845 B **FUEL** 100LL NOTAM FILE BOI **L–11D**
RWY 01–19: H3500X50 (ASPH) LIRL
RWY 19: Thld dsplcd 200′. Road.
AIRPORT REMARKS: Unattended. Noise abatement procedures in effect. Call arpt manager 208–754–4352. ACTIVATE LIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.
DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33′ W112°12.56′ 140° 29.4 NM to fld. 4915/15E.



ROCKFORD MUNI (2U4) 0 E UTC−7(−6DT) N43°11.37′ W112°31.91′ **SALT LAKE CITY**
4465 NOTAM FILE BOI
RWY 16–34: H2800X50 (ASPH)
RWY 16: Railroad. **RWY 34:** Fence.
AIRPORT REMARKS: Unattended. Rwy 16 use extreme CAUTION: railroad boxcars are often parked on centerline.
COMMUNICATIONS: CTAF 122.9

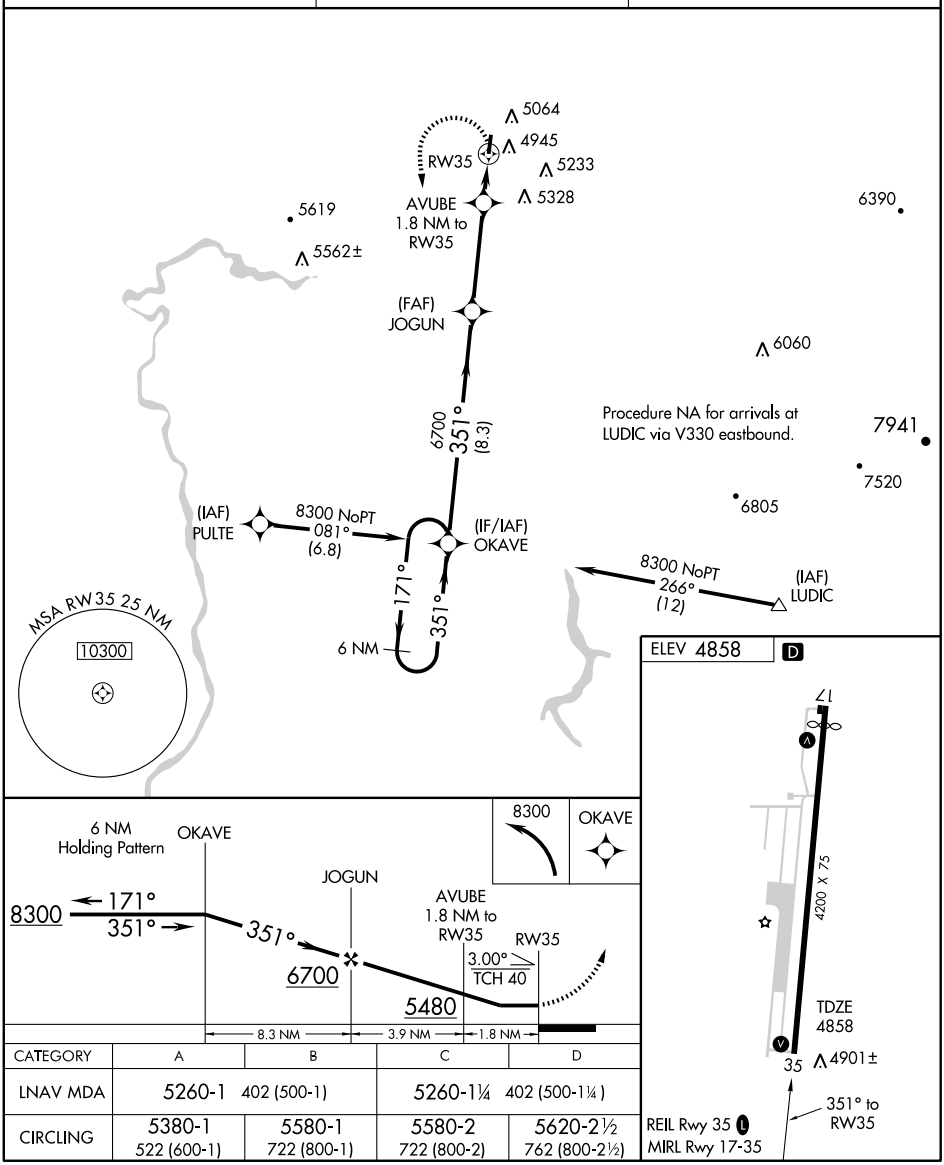
APP CRS	Rwy ldg	3900
351°	TDZE	4858
	Apt Elev	4858

RNAV (GPS) RWY 35
REXBURG-MADISON COUNTY (RXE)

If local altimeter setting not received, use Idaho Falls Rgnl altimeter setting and increase all MDAs 80 feet.
When VGSI inoperative, procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 8300 direct OKAVE and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.075	128.35 239.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	5260-1 402 (500-1)		5260-1¼ 402 (500-1¼)	
CIRCLING	5380-1 522 (600-1)	5580-1 722 (800-1)	5580-2 722 (800-2)	5620-2½ 762 (800-2½)

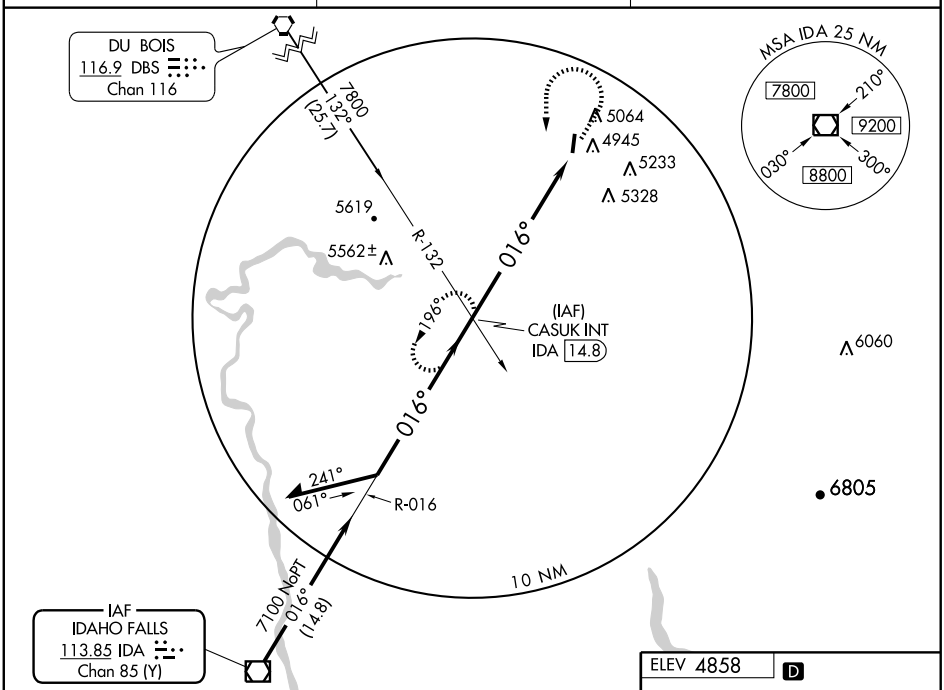
VOR/DME IDA	APP CRS	Rwy ldg	3900
113.85	016°	TDZE	4858
Chan 85 (Y)		Apt Elev	4858

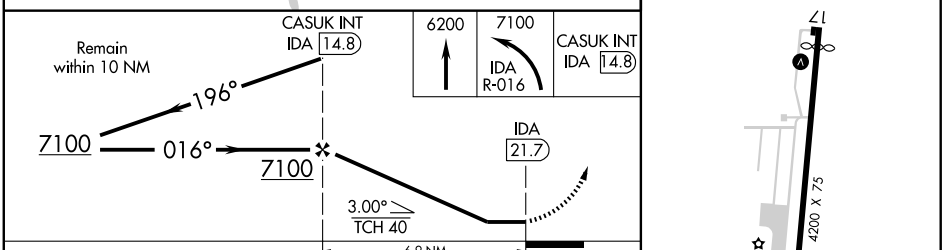
VOR RWY 35
REXBURG-MADISON COUNTY (RXE)

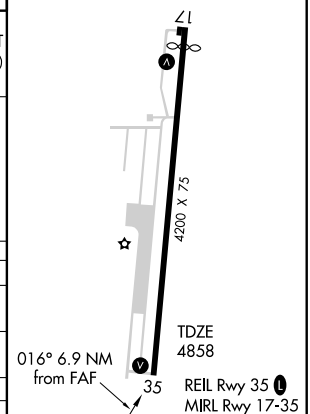
NA — If local altimeter setting not received, use Idaho Falls Rgnl altimeter setting minima.

MISSED APPROACH: Climb to 6200 then climbing left turn to 7100 via IDA R-016 to CASUK Int/IDA 14.8 DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.075	128.35 239.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	5640-1 782 (800-1)	5640-1¼ 782 (800-1¼)	5640-2¼ 782 (800-2¼)	5640-2½ 782 (800-2½)
CIRCLING	5640-1 782 (800-1)	5640-1¼ 782 (800-1¼)	5640-2¼ 782 (800-2¼)	5660-2½ 802 (900-2½)
IDAHO FALLS RGNL ALTIMETER SETTING MINIMUMS				
S-35	5820-1¼ 962 (1000-1¼)	5820-1½ 962 (1000-1½)	5820-3 962 (1000-3)	
CIRCLING	5820-1¼ 962 (1000-1¼)	5820-1½ 962 (1000-1½)	5820-3 962 (1000-3)	

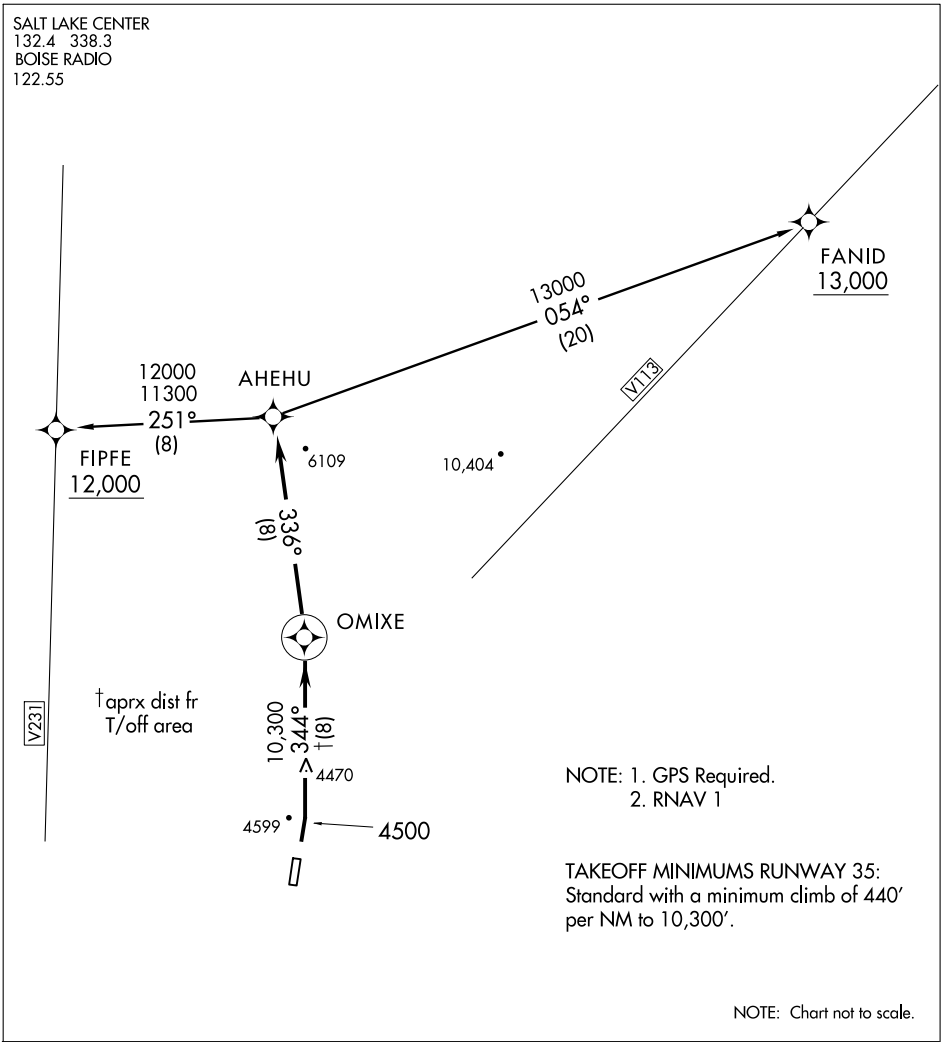
FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

AHEHU ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: NA.

TAKE-OFF RUNWAY 35: Climb runway heading to 4500′, then climbing left turn to 10,300′ via 344° course to OMIXE WP, then via 336° course to AHEHU WP. Thence ....

FANID TRANSITION (AHEHU1.FANID):

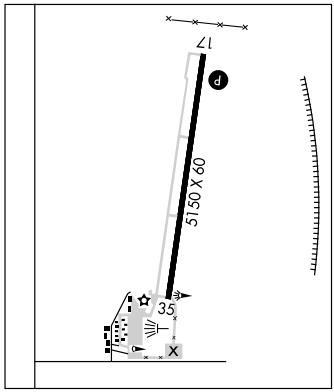
FIPFE TRANSITION (AHEHU1.FIPFE):

NW-1, 21 OCT 2010 to 18 NOV 2010

AHEHU ONE DEPARTURE (RNAV)
(AHEHU1.AHEHU) 07074
SALMON, IDAHO
SALMON/ LEMHI COUNTY (SMN)

SALMON

LEMHI CO (SMN) 4 S UTC−7(−6DT) N45°07.43′ W113°52.88′ — GREAT FALLS
4043 B S4 **FUEL** 100, JET A NOTAM FILE SMN — H–1D, L–13C
RWY 17–35: H5150X60 (ASPH) S–12.5 MIRL — IAP
RWY 17: REIL. PAPI(P4L)—GA 3.5°. TCH 55′.
AIRPORT REMARKS: Attended 1500–0000Z‡. Rwy 17–35 N 500′ sharp drop–off on W shoulder. Rwy 17 use rgt tfc pattern for ngt ops only. Bcn OTS indef. ACTIVATE MIRL Rwy 17–35, REIL and PAPI Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (208) 756–4381.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALMON RCO 122.55 (BOISE RADIO)
SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE SMN.
SALMON (H) VORW/DME 113.5 LKT Chan 82 N45°01.28′ W114°05.06′ 036° 10.6 NM to fld. 9258/18E.

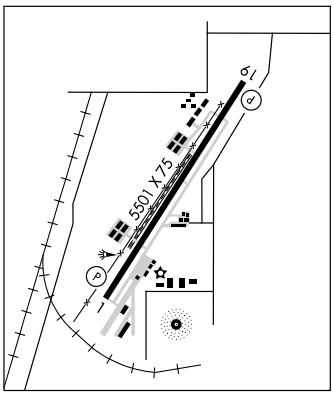


SANDPOE

N48°17.44′ W116°33.79′ NOTAM FILE BOI. — GREAT FALLS
NDB (MHW) 264 SZT at Sandpoint. NDB unusable 360°–170° byd 15 NM; 170°–200° byd 20 NM; 200°–360°. — L–13B

SANDPOINT

(SZT) 2 N UTC−8(−7DT) N48°17.97′ W116°33.61′ — GREAT FALLS
2131 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE SZT — H–1C, L–13B
RWY 01–19: H5501X75 (ASPH) S–40 MIRL — IAP
RWY 01: REIL. PAPI(P2L)—GA 3.75° TCH 28′. Tree.
RWY 19: REIL. PAPI(P2L)—GA 3.75° TCH 28′. Trees.
AIRPORT REMARKS: Attended 1500–0300Z‡ Summer, 1600–0100Z‡ Winter. Wildlife invof arpt. Rwy 01 additional obstruction: +23′ railroad at 730′ centerline, +65′ P-line at 1800′ on centerline, and +85′ trees at 1900′ on centerline. ACTIVATE MIRL Rwy 01–19 and REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
WEATHER DATA SOURCES: AWOS–3 135.425 (208) 263–3074.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SEATTLE CENTER APP/DEP CON** 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 023° 61.6 NM to fld. 2756/21E. **HIWAS.**
SANDPOE NDB (MHW) 264 SZT N48°17.44′ W116°33.79′ at fld. NOTAM FILE BOI.
ILS/DME 109.1 I–RPO Chan 28 Rwy 01. Localizer unusable from 1 NM to rwy thld.



SHEARER (USFS)

(2U5) 0 S UTC−8(−7DT) N45°59.37′ W114°50.48′ — GREAT FALLS
2634 NOTAM FILE BOI
RWY 18–36: 2000X15 (TURF)
RWY 18: Hill. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Inexperienced pilots should use for emergencies only. Rwy may be soft in spring and late fall. Recommend early morning or late evening operations during summer. Rwy 18–36 first 300′ of rwy rough. Big game animals on and invof arpt. Located in narrow winding river canyon. Land Rwy 18, takeoff Rwy 36. Blind apch to Rwy18; before landing/takeoff call on frequency. 122.9; monitor same. Ctc arpt manager 208–983–4060, for briefings and rwy conditions.
COMMUNICATIONS: CTAF 122.9

SHOSHONE CO

(See KELLOGG)

APP CRS	Rwy ldg	N/A
164°	TDZE	N/A
	Apt Elev	4043

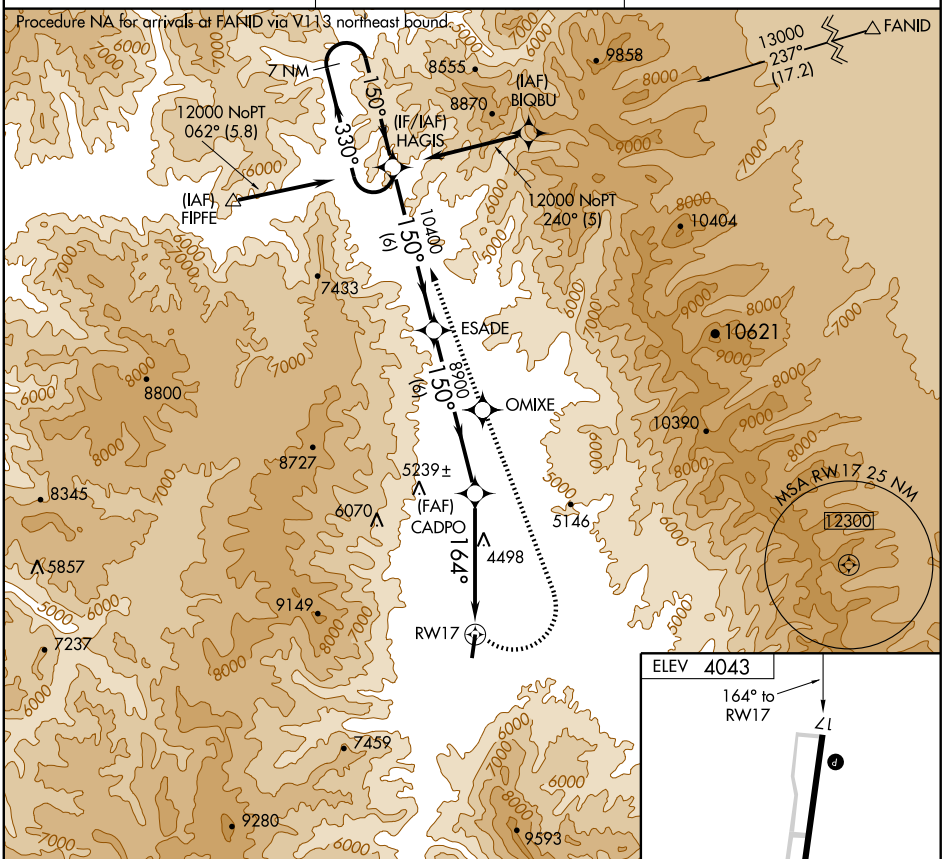
RNAV (GPS) -C
SALMON/LEMHI COUNTY (SMN)

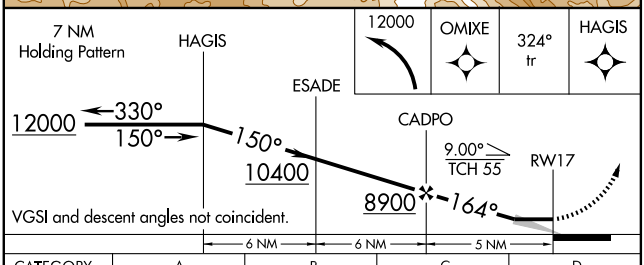
NA

DME/DME RNP -0.3 NA.

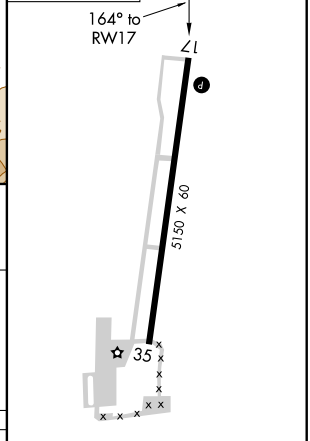
MISSED APPROACH: Climbing left turn to 12000 direct OMIXE and via 324° track to HAGIS and hold. Continue climb-in-hold to 12000.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	132.4 338.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	7400-1¼ 3357 (3400-1¼)	7400-1½ 3357 (3400-1½)	NA	



REIL Rwy 17 L
MIRL Rwy 17-35 L

NW-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	N/A
005°	TDZE	N/A
	Apt Elev	4043

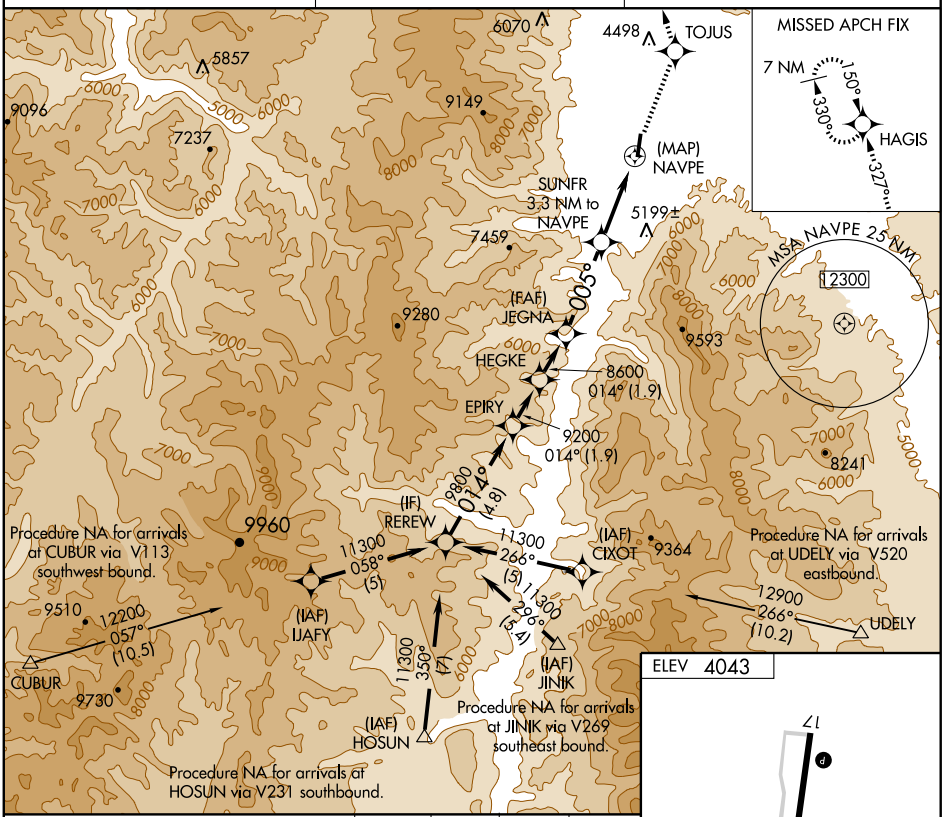
RNAV (GPS)-D

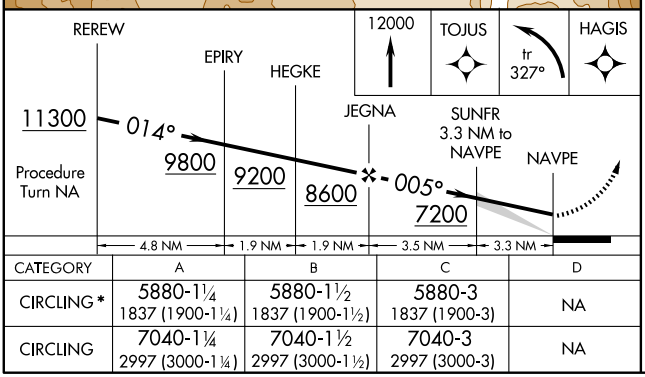
SALMON/LEMHI COUNTY (SMN)

DME/DME RNP -0.3 NA. *Missed approach requires minimum climb of 295 feet per NM to 12000.

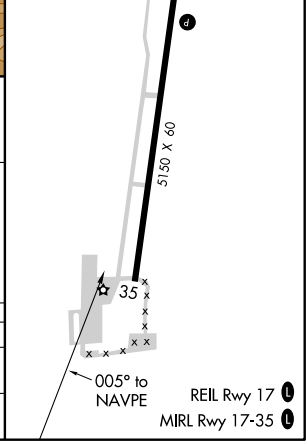
MISSED APPROACH: Climb to 12000 direct TOJUS and left turn on track 327° to HAGIS and hold, continue climb-in-hold to 12000.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	132.4 338.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING *	5880-1¼ 1837 (1900-1¼)	5880-1½ 1837 (1900-1½)	5880-3 1837 (1900-3)	NA
CIRCLING	7040-1¼ 2997 (3000-1¼)	7040-1½ 2997 (3000-1½)	7040-3 2997 (3000-3)	NA



NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

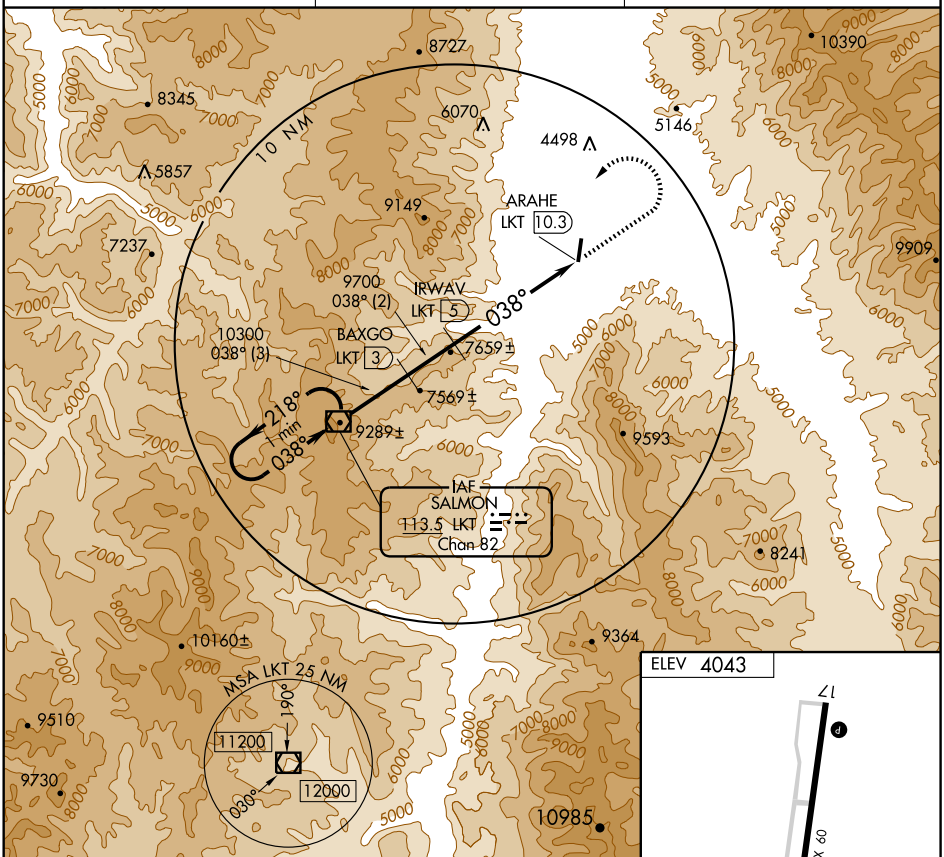
VOR/DME LKT 113.5 Chan 82	APP CRS 038°	Rwy ldg N/A TDZE N/A Apt Elev 4043

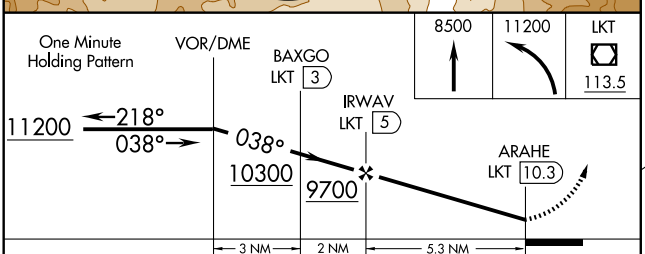
VOR/DME-B
SALMON/LEMHI COUNTY (SMN)

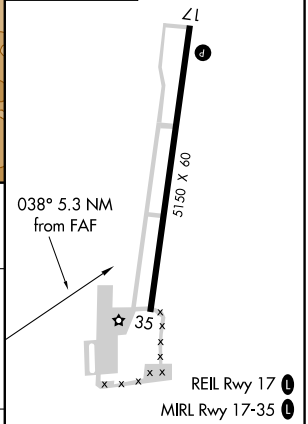
NA

MISSED APPROACH: Climb to 8500 then climbing left turn to 11200 direct LKT VOR/DME and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
135.075	132.4 338.3	122.8 (CTAF) L







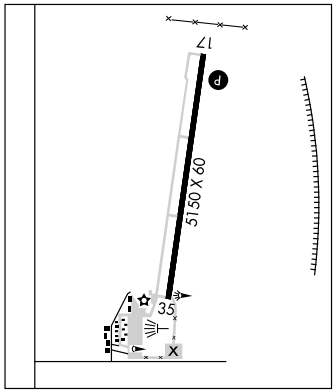
CATEGORY	A	B	C	D
CIRCLING	8000-1¼ 3957 (4000-1¼)	8000-1½ 3957 (4000-1½)	8000-3 3957 (4000-3)	NA

Knots	60	90	120	150	180
Min:Sec					

NW-1, 21 OCT 2010 to 18 NOV 2010

SALMON

LEMHI CO (SMN) 4 S UTC−7(−6DT) N45°07.43′ W113°52.88′ — GREAT FALLS
4043 B S4 **FUEL** 100, JET A NOTAM FILE SMN — H–1D, L–13C
RWY 17–35: H5150X60 (ASPH) S–12.5 MIRL — IAP
RWY 17: REIL. PAPI(P4L)—GA 3.5°. TCH 55′.
AIRPORT REMARKS: Attended 1500–0000Z‡. Rwy 17–35 N 500′ sharp drop–off on W shoulder. Rwy 17 use rgt tfc pattern for ngt ops only. Bcn OTS indef. ACTIVATE MIRL Rwy 17–35, REIL and PAPI Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 135.075 (208) 756–4381.
COMMUNICATIONS: CTAF/UNICOM 122.8
SALMON RCO 122.55 (BOISE RADIO)
SALT LAKE CENTER APP/DEP CON 132.4
RADIO AIDS TO NAVIGATION: NOTAM FILE SMN.
SALMON (H) VORW/DME 113.5 LKT Chan 82 N45°01.28′ W114°05.06′ 036° 10.6 NM to fld. 9258/18E.

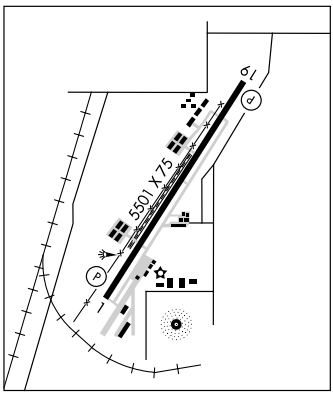


SANDPOE

N48°17.44′ W116°33.79′ NOTAM FILE BOI. — GREAT FALLS
NDB (MHW) 264 SZT at Sandpoint. NDB unusable 360°–170° byd 15 NM; 170°–200° byd 20 NM; 200°–360°. — L–13B

SANDPOINT

(SZT) 2 N UTC−8(−7DT) N48°17.97′ W116°33.61′ — GREAT FALLS
2131 B S4 **FUEL** 100LL, JET A OX 3, 4 NOTAM FILE SZT — H–1C, L–13B
RWY 01–19: H5501X75 (ASPH) S–40 MIRL — IAP
RWY 01: REIL. PAPI(P2L)—GA 3.75° TCH 28′. Tree.
RWY 19: REIL. PAPI(P2L)—GA 3.75° TCH 28′. Trees.
AIRPORT REMARKS: Attended 1500–0300Z‡ Summer, 1600–0100Z‡ Winter. Wildlife invof arpt. Rwy 01 additional obstruction: +23′ railroad at 730′ centerline, +65′ P-line at 1800′ on centerline, and +85′ trees at 1900′ on centerline. ACTIVATE MIRL Rwy 01–19 and REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.
WEATHER DATA SOURCES: AWOS–3 135.425 (208) 263–3074.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SEATTLE CENTER APP/DEP CON** 123.95
RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.
SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90′ W117°37.61′ 023° 61.6 NM to fld. 2756/21E. **HIWAS.**
SANDPOE NDB (MHW) 264 SZT N48°17.44′ W116°33.79′ at fld. NOTAM FILE BOI.
ILS/DME 109.1 I–RPO Chan 28 Rwy 01. Localizer unusable from 1 NM to rwy thld.



SHEARER (USFS)

(2U5) 0 S UTC−8(−7DT) N45°59.37′ W114°50.48′ — GREAT FALLS
2634 NOTAM FILE BOI
RWY 18–36: 2000X15 (TURF)
RWY 18: Hill. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Inexperienced pilots should use for emergencies only. Rwy may be soft in spring and late fall. Recommend early morning or late evening operations during summer. Rwy 18–36 first 300′ of rwy rough. Big game animals on and invof arpt. Located in narrow winding river canyon. Land Rwy 18, takeoff Rwy 36. Blind apch to Rwy18; before landing/takeoff call on frequency. 122.9; monitor same. Ctc arpt manager 208–983–4060, for briefings and rwy conditions.
COMMUNICATIONS: CTAF 122.9

SHOSHONE CO

(See KELLOGG)

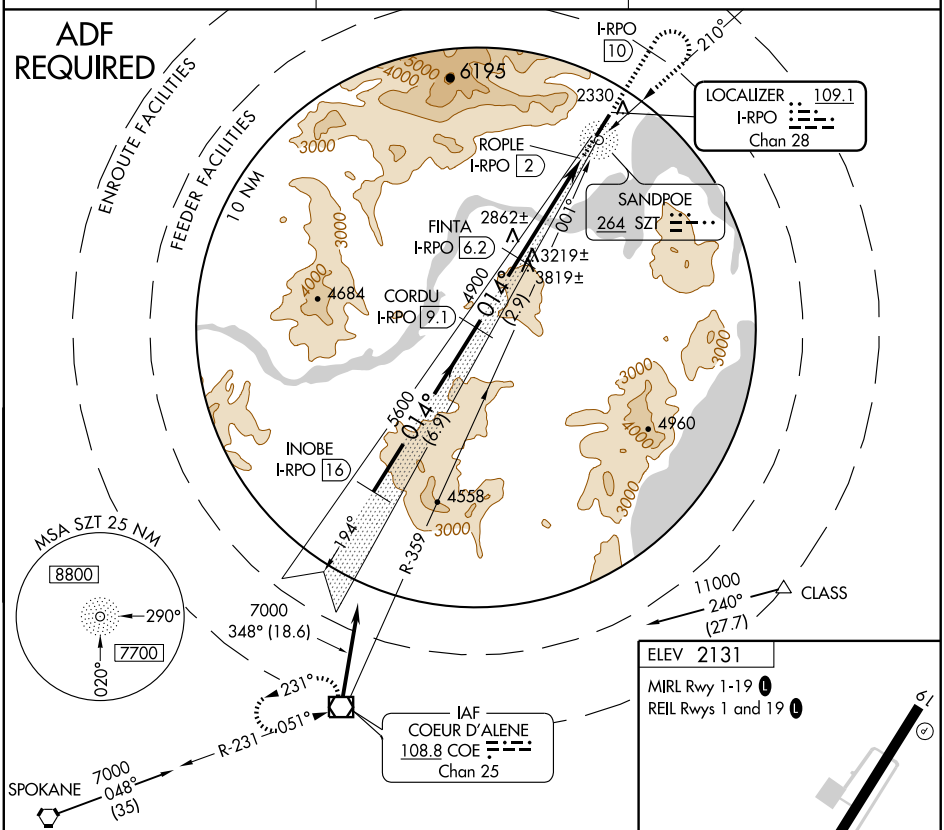
LOC/DME I-RPO	APP CRS	Rwy ldg	N/A
109.1	014°	TDZE	N/A
Chan 28		Apt Elev	2131

LOC/DME-A
SANDPOINT (SZT)

NA Circling NA west of Rwy 1-19.

MISSED APPROACH: Climb to 8000 via heading 014° to I-RPO 10 DME, then climbing right turn via SZT bearing 030° to SZT NDB, cross SZT NDB at 8000, then via SZT bearing 181° and COE R-359 to COE VOR/DME and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.425	123.95 290.55	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3120-1¼ 989 (1000-1¼)	3120-1½ 989 (1000-1½)	3120-3 989 (1000-3)	

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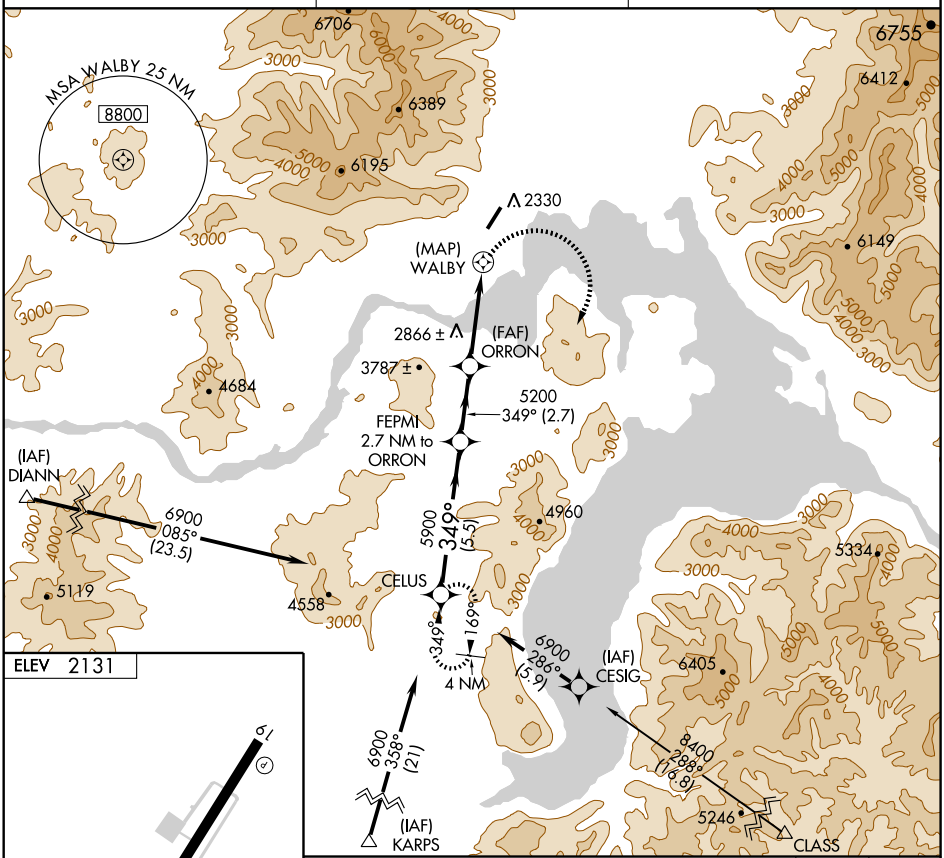
APP CRS	Rwy ldg	N/A
349°	TDZE	N/A
	Apt Elev	2131

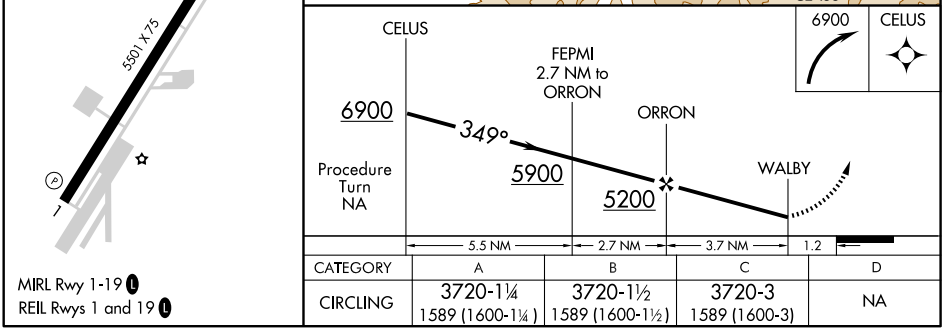
RNAV (GPS)-B
SANDPOINT (SZT)

If local altimeter setting not received procedure NA.
Circling NA west of Rwys 1/19.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6900 direct CELUS and hold.

AWOS-3	SEATTLE CENTER	UNICOM
135.425	123.95 290.55	122.7 (CTAF) L



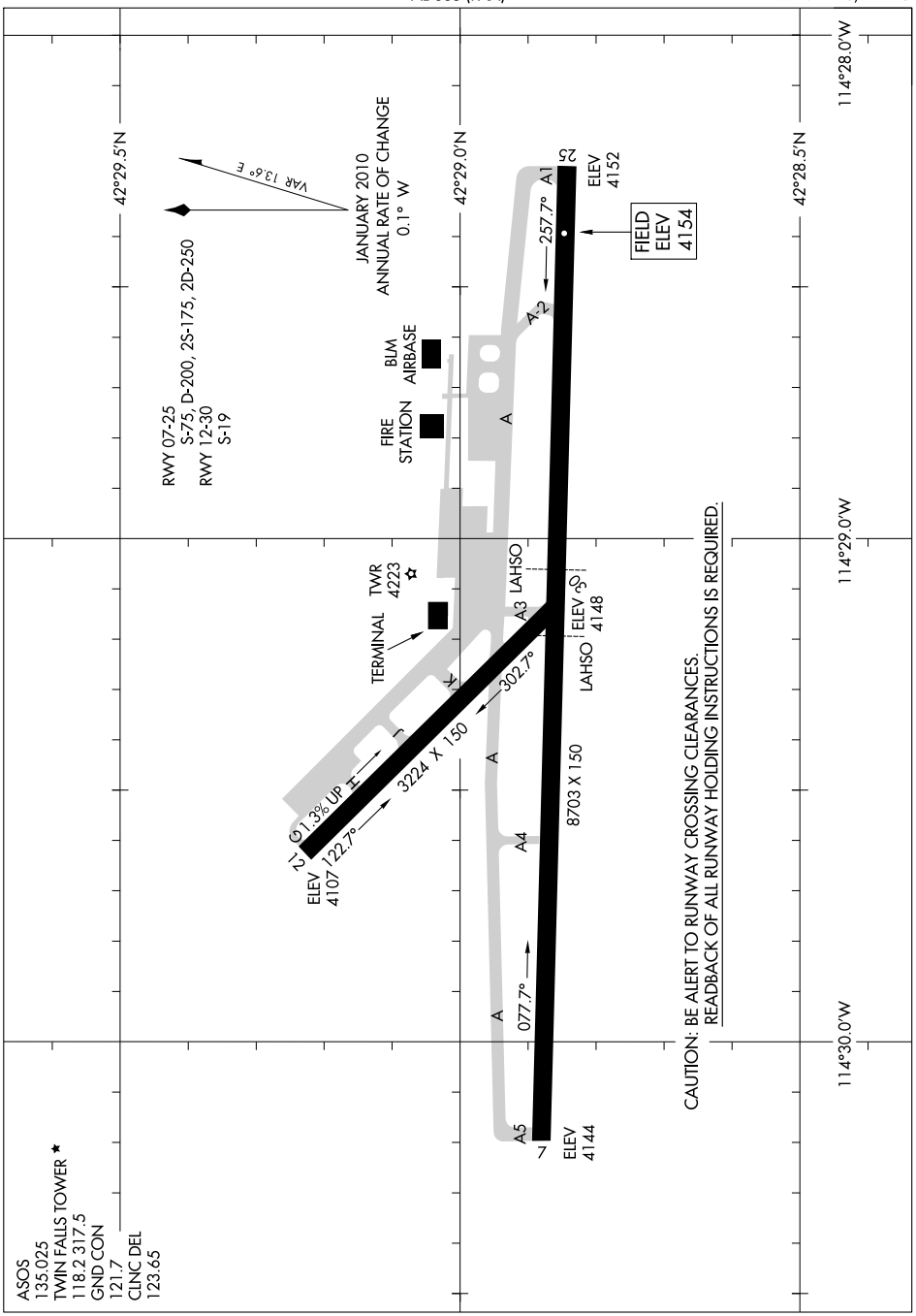


CATEGORY	A	B	C	D
CIRCLING	3720-1¼ 1589 (1600-1¼)	3720-1½ 1589 (1600-1½)	3720-3 1589 (1600-3)	NA

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

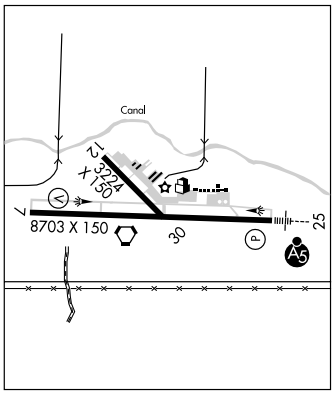


NW-1, 21 OCT 2010 to 18 NOV 2010

TWIN FALLS N42°28.79′ W114°29.37′ NOTAM FILE TWF. SALT LAKE CITY
(L) VORTACW 115.8 TWF Chan 105 at Joslin Fld–Magic Valley Rgnl. 4140/18E. H–3D, L–11C
VOR portion unusable
115°–160° byd 30 NM blo 11,000′ 115°–160° byd 33 NM blo 12,000′
DME unusable
105°–160° byd 20 NM blo 15,000′
RCO 122.25 (BOISE RADIO)

TWIN FALLS

JOSLIN FLD–MAGIC VALLEY RGNL (TWF) 4 S UTC−7(−6DT) SALT LAKE CITY
N42°28.91′ W114°29.27′ H–3D, L–11C
4154 B S4 **FUEL** 100LL, JET A1 + OX 1, 3 Class I, ARFF Index A NOTAM FILE TWF IAP, AD



RWY 07–25: H8703X150 (ASPH–PFC) S–75, D–200, 2S–175, 2D–250 HIRL
RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 12–30: H3224X150 (ASPH) S–19 1.3% up SE
RWY 12: Trees. **RWY 30:** Antenna.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 07	12–30	4500
RWY 25	12–30	3600

AIRPORT REMARKS: Attended 1330–0300Z‡. Additional fuel service fee between 0300–1330Z‡, call 208–733–5920 or 539–4034 for information. Skydiving on arpt north of Rwy 25 apch end. No line of sight between apch end of Rwy 25 and apch end of Rwy 12. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 208–733–5215. Rwy 12–30 and Twy G, Twy H, Twy J and Twy K non-air carrier movement area. When twr clsd ACTIVATE HIRL Rwy 07–25, MALSR Rwy 25, REIL Rwy 07—CTAF. Landing fee for all FAR Part 121, 135 operators and general aviation Part 91 acft greater than 12,500 lbs maximum gross landing weight. For information ctc airport manager 208–733–5215.
WEATHER DATA SOURCES: ASOS 135.025 (208) 733–1878.
COMMUNICATIONS: CTAF 118.2 **UNICOM** 122.95
TWIN FALLS RCO 122.25 (BOISE RADIO)
TWIN FALLS APP/DEP 126.7 (1300–0400Z‡) Ⓡ**SALT LAKE CENTER APP/DEP CON** 118.05 (0400–1300Z‡)
TWIN FALLS TOWER 118.2 (1300–0400Z‡) **GND CON** 121.7 **CLNC DEL** 123.65
AIRSPACE: CLASS D svc 1300–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.
TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79′ W114°29.37′ at fld. 4140/18E.
STRIK NDB (LOM) 389 TW N42°28.72′ W114°21.27′ 256° 5.9 NM to fld.
ILS 108.3 I–TWF Rwy 25. Class IE. LOM STRIK NDB. ILS unmonitored when twr closed.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

TYHEE N42°57.83′ W112°30.98′ NOTAM FILE PIH. SALT LAKE CITY
NDB (LOM) 383 PI 210° 4.8 NM to Pocatello Rgnl. Unmonitored when twr clsd. L–11C

UCONN N43°35.87′ W111°58.84′ NOTAM FILE IDA. SALT LAKE CITY
NDB (LOM) 324 ID 201° 6.4 NM to Idaho Falls Rgnl.

UPPER LOON CREEK USFS (See CHALLIS)

USTIK N43°35.81′ W116°18.91′ NOTAM FILE BOI. SALT LAKE CITY
NDB (HW/LOM) 359 BO 099° 4.5 NM to Boise Air Terminal (Gowen Fld). L–11B

WARM SPRINGS CREEK (See LOWMAN)

LOC I-TWF	APP CRS	Rwy ldg	8703
108.3	255°	TDZE	4154
		Apt Elev	4154

ILS or LOC RWY 25

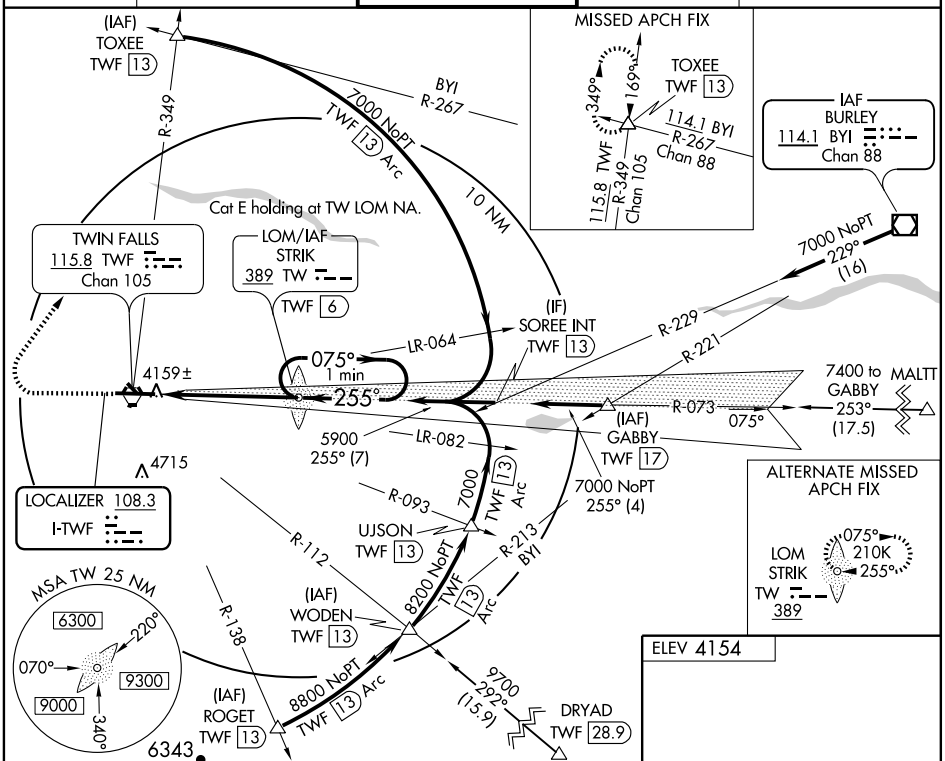
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

When local altimeter setting not received, use Jerome County altimeter setting and increase all DA 49 feet, and all MDA 60 feet, increase circling Cat C and D visibility ¼ mile. For inoperative MALSR, increase S-ILS 25 Cat E visibility ¼ mile and S-LOC 25 Cat D ¼ mile, Cat E ½ mile. For inoperative MALSR when using Jerome County altimeter setting, increase S-ILS 25 Cat E visibility ¼ mile and S-LOC 25 Cat E visibility ½ mile.

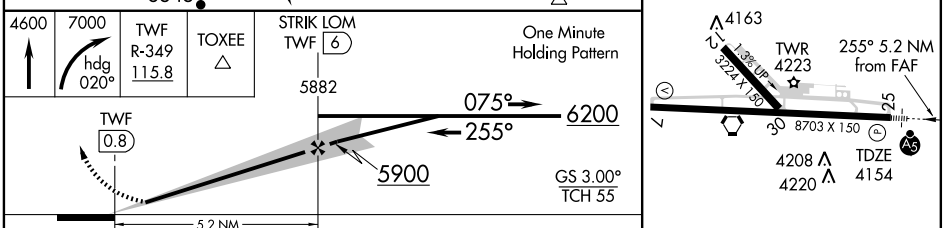
MALSR

MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 via heading 020° and TWF VORTAC R-349 to TOXEE INT/TWF 13 DME and hold.

ASOS	TWIN FALLS APP CON★	TWIN FALLS TOWER★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95



ELEV 4154



REIL Rwy 7 L
HIRL Rwy 7-25 L

CATEGORY	A	B	C	D	E
S-ILS 25	4354-½ 200 (200-½)				
S-LOC 25	4480-½ 326 (400-½)			4480-¾ 326 (400-¾)	
CIRCLING	4680-1 526 (600-1)		4700-1½ 546 (600-1½)	4780-2 626 (700-2)	5020-3 866 (900-3)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID			
JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)	07	12-30	4,500 feet
	25	12-30	3,600 feet

21 OCT 2010 to 18 NOV 2010

LOM TW	APP CRS	Rwy ldg	8703
389	255°	TDZE	4154
		Apt Elev	4154

NDB RWY 25

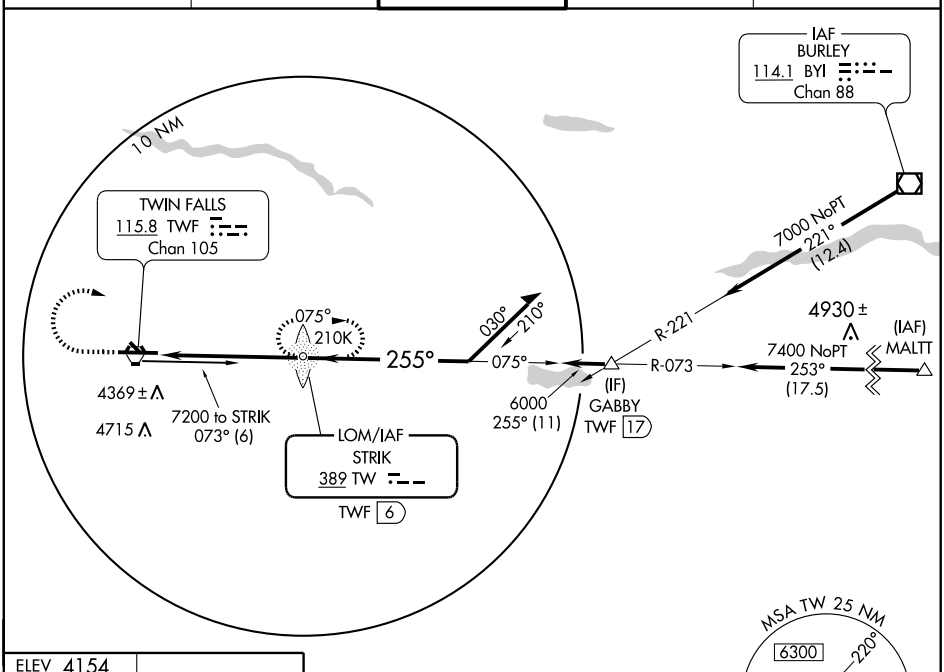
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

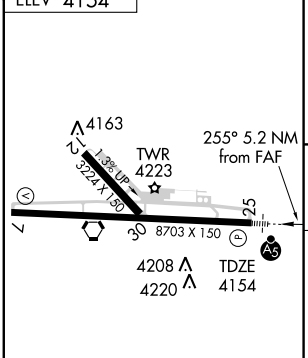
When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet and Circling Cats C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 4800 then climbing right turn to 6000 direct STRIK LOM and hold.

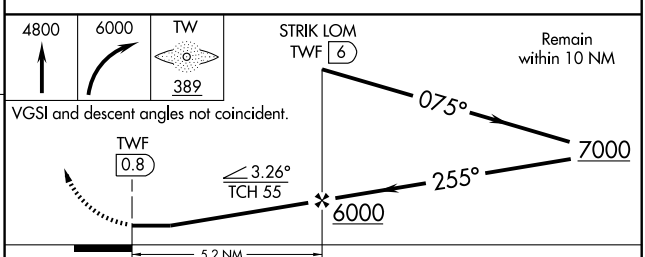
ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95





REIL Rwy 7 L
HIRL Rwy 7-25 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-25	4680-¾ 526 (600-¾)		4680-1 526 (600-1)	4680-1½ 526 (600-1½)
CIRCLING	4680-1 526 (600-1)	4720-1 566 (600-1)	4740-1½ 586 (600-1½)	4800-2 646 (700-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40211 W07A	APP CRS 075°	Rwy ldg 8703 TDZE 4149 Apt Elev 4154

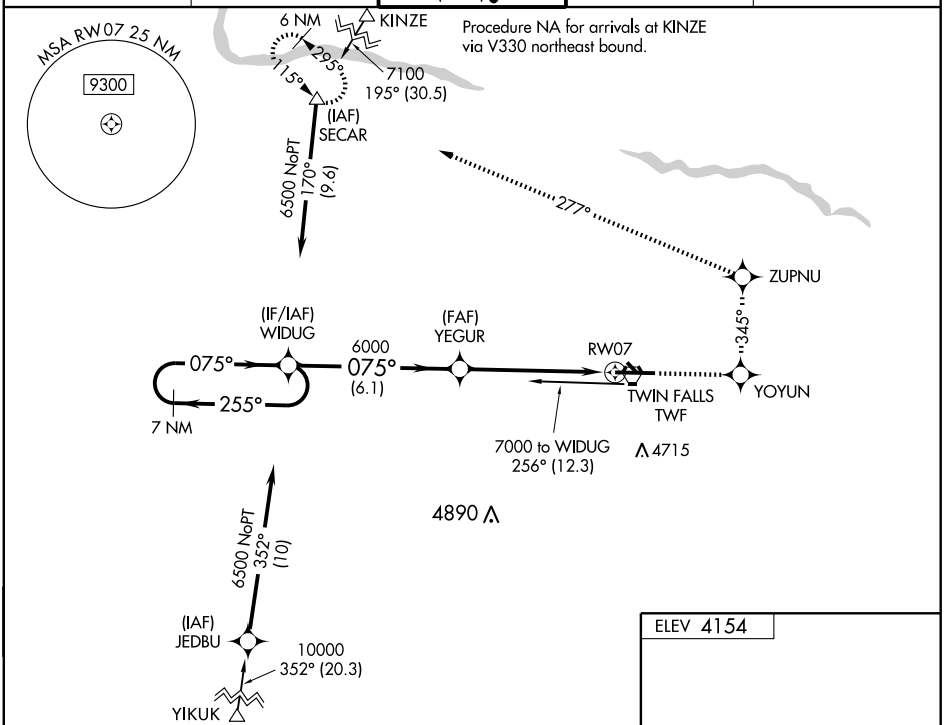
RNAV (GPS) RWY 7

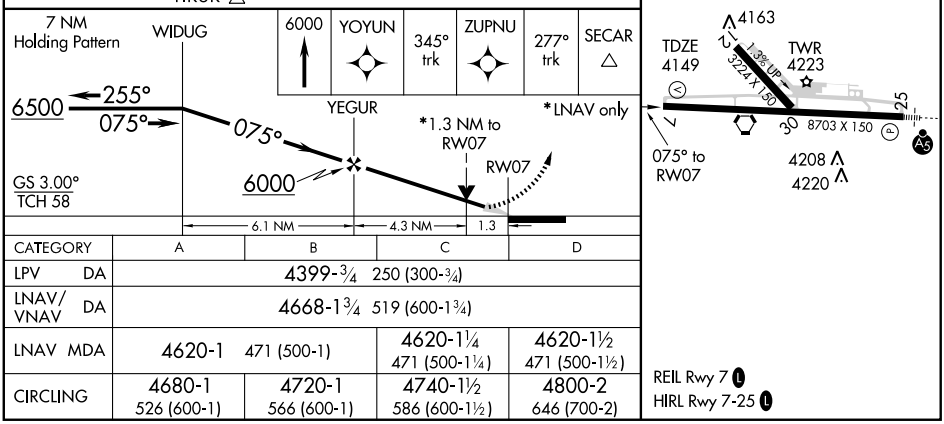
TWIN FALLS/ JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

Baro-VNAV NA when using Jerome altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Jerome altimeter setting and increase all DA/MDA 60 feet and increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visbility ¼ mile. VDP NA when using Jerome altimeter setting.

MISSED APPROACH: Climb to 6000 direct YOYUN and via 345° track to ZUPNU and via 277° track to SECAR and hold.

ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	4399-¾ 250 (300-¾)			
LNAV/ VNAV DA	4668-1¾ 519 (600-1¾)			
LNAV MDA	4620-1 471 (500-1)		4620-1¼ 471 (500-1¼)	4620-1½ 471 (500-1½)
CIRCLING	4680-1 526 (600-1)	4720-1 566 (600-1)	4740-1½ 586 (600-1½)	4800-2 646 (700-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56311 W25A	APP CRS 255°	Rwy ldg 8703 TDZE 4154 Apt Elev 4154

RNAV (GPS) RWY 25

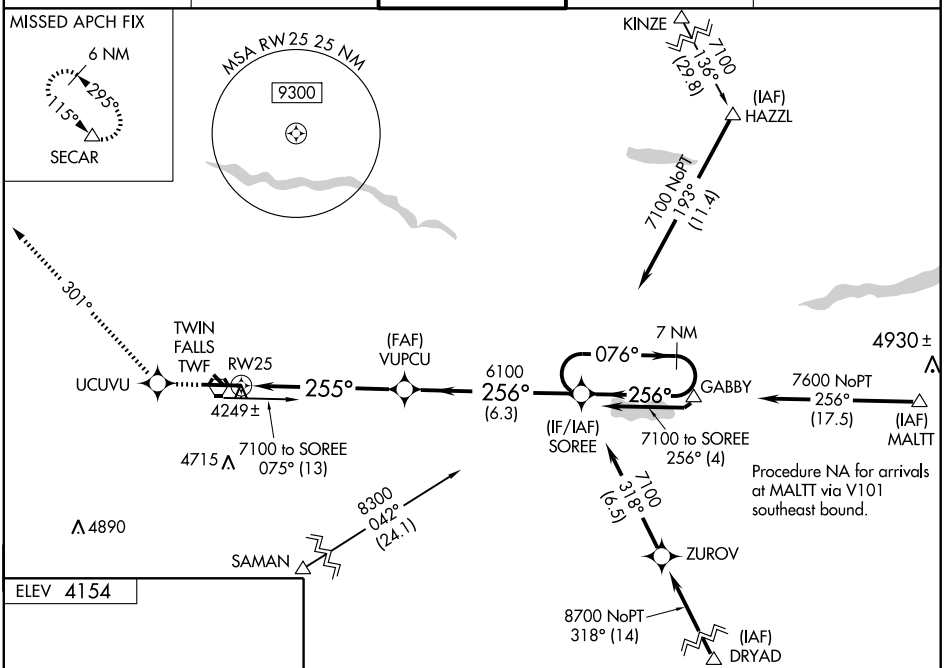
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

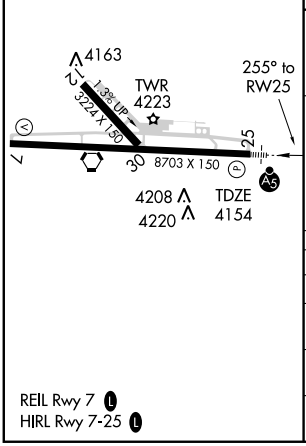
Baro-VNAV NA when using Jerome altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV visibility Cat D to 1 mile. When local altimeter setting not received, use Jerome altimeter setting and increase all DA/MDA 60 feet and all visibilities ¾ mile. When using Jerome altimeter setting, inoperative table does not apply. VDP NA when using Jerome altimeter setting.

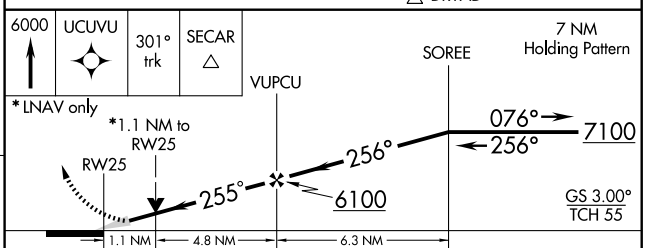
MALSR A5

MISSED APPROACH: Climb to 6000 direct UCUVU and via 301° track to SECAR and hold.

ASOS	TWIN FALLS APP CON *	TWIN FALLS TOWER *	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	4354-½ 200 (200-½)			
LNAV/VNAV DA	4531-¾ 377 (400-¾)			
LNAV MDA	4560-½ 406 (500-½)		4560-¾ 406 (500-¾)	4560-1 406 (500-1)
CIRCLING	4680-1 526 (600-1)	4720-1 566 (600-1)	4740-1½ 586 (600-1½)	4800-2 646 (700-2)

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SNAKO ONE DEPARTURE

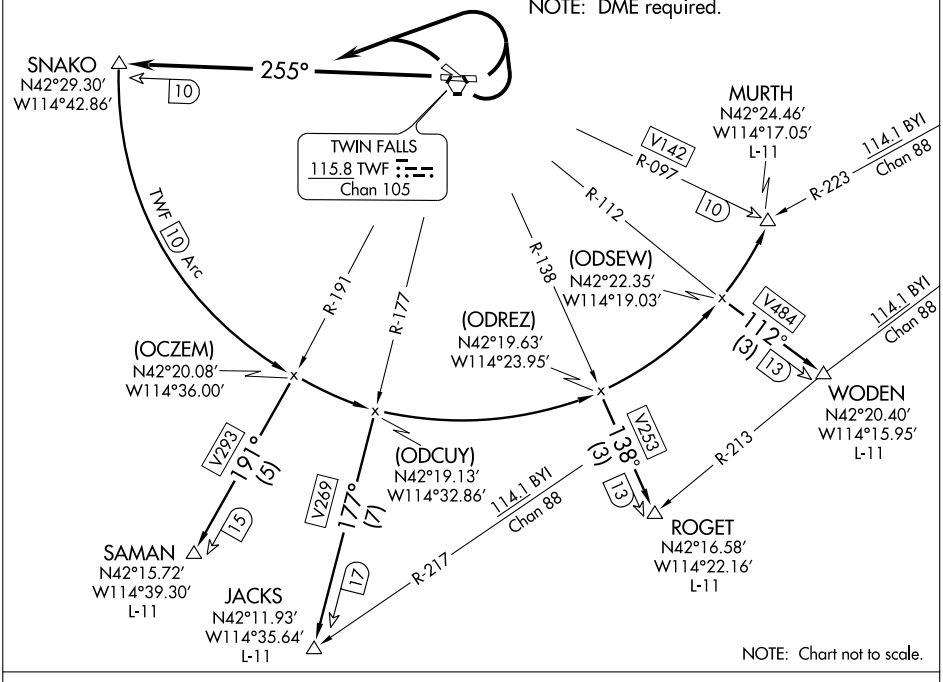
SL-885 (FAA)

GND CON
121.7
TWIN FALLS TOWER★
118.2 317.5
TWIN FALLS DEP CON★
126.7 353.75
ASOS 135.025

NOTE: ROGET transition requires a minimum climb of 290′ per NM to 7600′.

NOTE: MURTH transition requires a minimum climb of 210′ per NM to 10500′.

NOTE: DME required.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climb runway heading, thence. . . .

TAKE-OFF RUNWAYS 7, 30, 12: Climbing left turn, thence. . . .

. . . .intercept and proceed via TWF R-255 to SNAKO DME Fix, thence via (assigned transition).

JACKS TRANSITION (SNAKO1.JACKS): From over SNAKO DME Fix via 10 DME Arc and V269 to JACKS INT. Thence via (assigned route).

MURTH TRANSITION (SNAKO1.MURTH): From over SNAKO DME Fix via 10 DME Arc and V142 to MURTH INT. Thence via (assigned route).

ROGET TRANSITION (SNAKO1.ROGET): From over SNAKO DME Fix via 10 DME Arc and V253 to ROGET INT. Thence via (assigned route).

SAMAN TRANSITION (SNAKO1.SAMAN): From over SNAKO DME Fix via 10 DME Arc and V293 to SAMAN INT. Thence via (assigned route).

WODEN TRANSITION (SNAKO1.WODEN): From over SNAKO DME Fix via 10 DME Arc and V484 to WODEN INT. Thence via (assigned route).

NW-1, 21 OCT 2010 to 18 NOV 2010

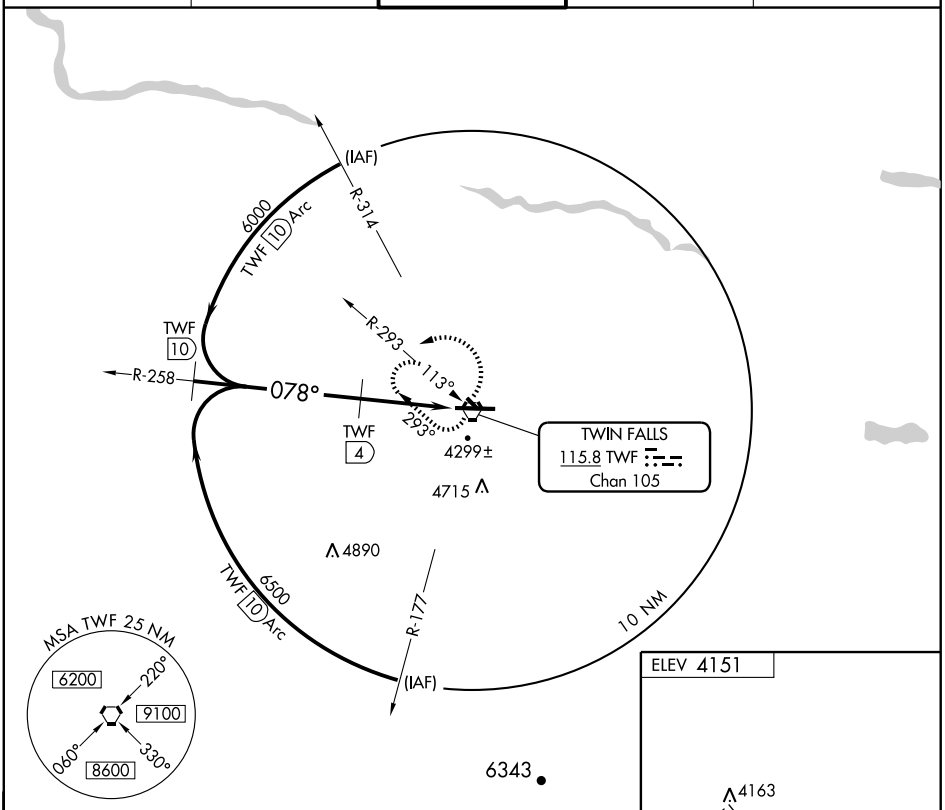
VORTAC TWF	APP CRS	Rwy ldg	8703
115.8	078°	TDZE	4145
Chan 105		Apt Elev	4151

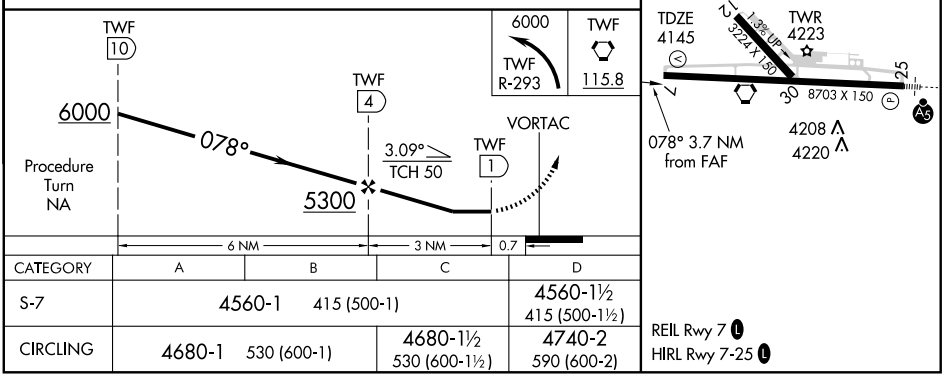
VOR/DME RWY 7

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

MISSED APPROACH: Climbing left turn to 6000 on TWF R-293 within 10 NM, return to VORTAC and hold.

ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) (L) 317.5	121.7	122.95





CATEGORY	A	B	C	D
S-7	4560-1 415 (500-1)			4560-1½ 415 (500-1½)
CIRCLING	4680-1 530 (600-1)		4680-1½ 530 (600-1½)	4740-2 590 (600-2)

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TWF	APP CRS	Rwy ldg	8703
115.8	077°	TDZE	4149
Chan 105		Apt Elev	4154

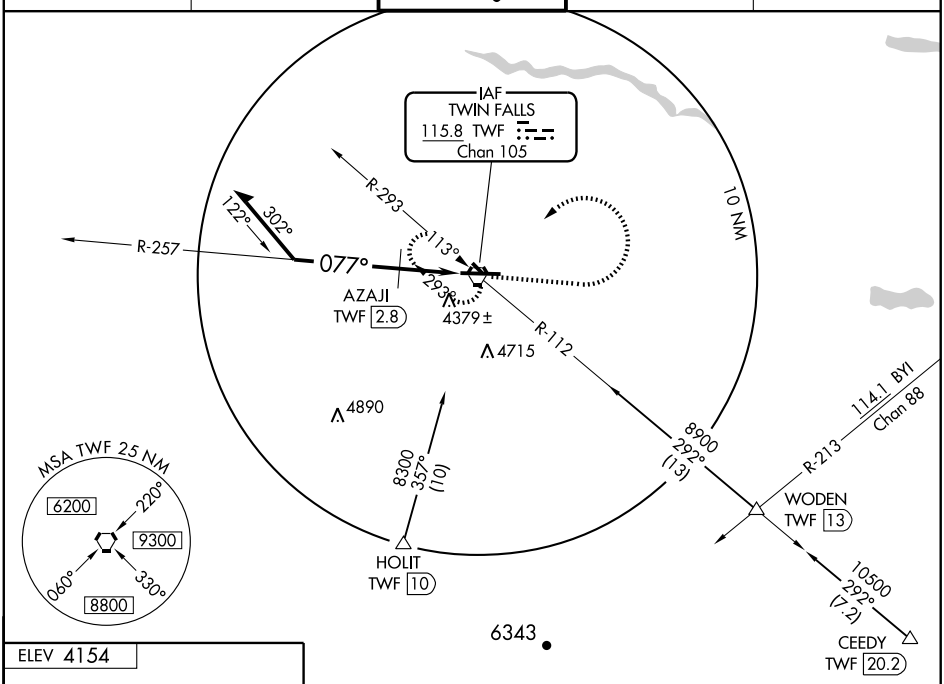
VOR RWY 7

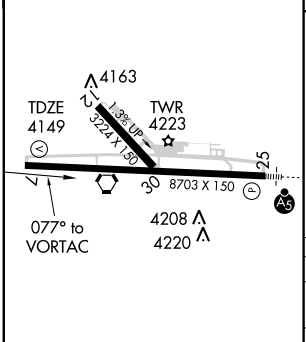
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

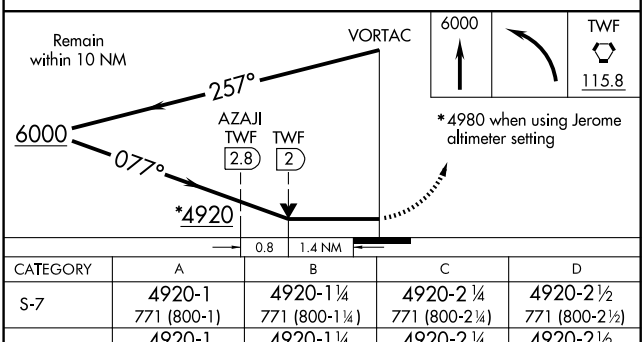
When local altimeter setting not received, use Jerome altimeter setting and increase all MDA 60 feet and visibility Cat C and D ¼ mile.
VDP NA when using Jerome altimeter setting.

MISSED APPROACH: Climb to 6000 then left turn direct TWF VORTAC and hold.

ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95







CATEGORY	A	B	C	D
S-7	4920-1 771 (800-1)	4920-1¼ 771 (800-1¼)	4920-2¼ 771 (800-2¼)	4920-2½ 771 (800-2½)
CIRCLING	4920-1 766 (800-1)	4920-1¼ 766 (800-1¼)	4920-2¼ 766 (800-2¼)	4920-2½ 766 (800-2½)
AZAJI FIX MINIMUMS				
S-7	4640-1	491 (500-1)	4640-1¼ 491 (500-1¼)	4640-1½ 491 (500-1½)
CIRCLING	4680-1 526 (600-1)	4720-1 566 (600-1)	4740-1½ 586 (600-1½)	4800-2 646 (700-2)

REIL Rwy 7 L
HIRL Rwy 7-25 L

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

VORTAC TWF	APP CRS	Rwy ldg	8703
115.8	248°	TDZE	4150
Chan 105		Apt Elev	4151

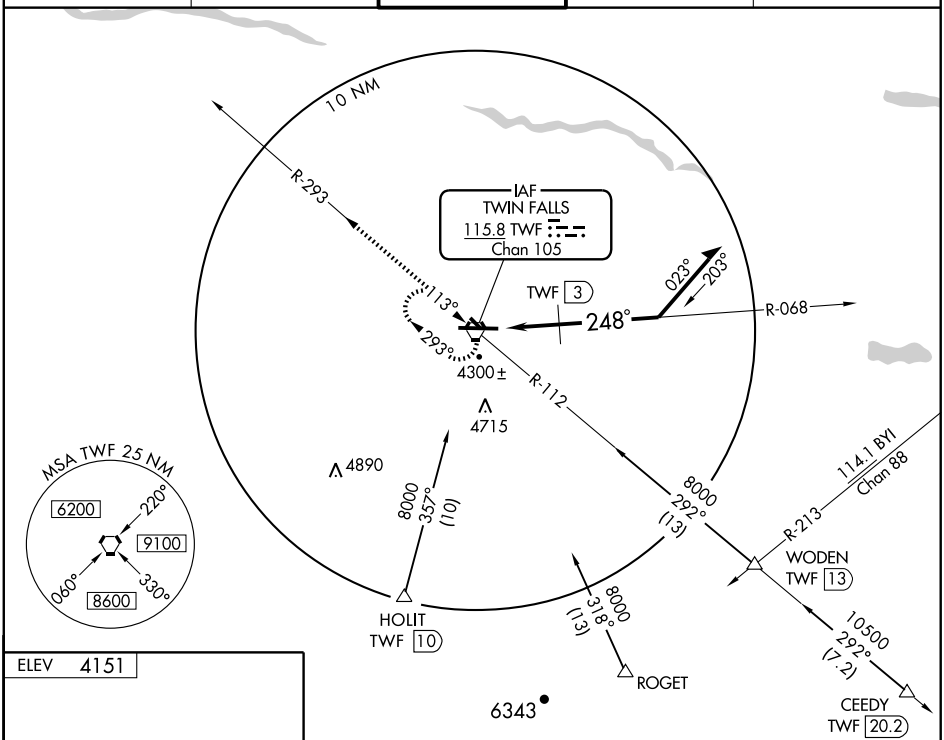
VOR RWY 25

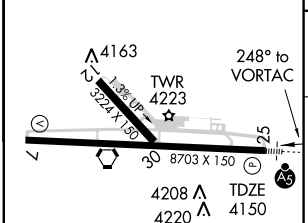
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

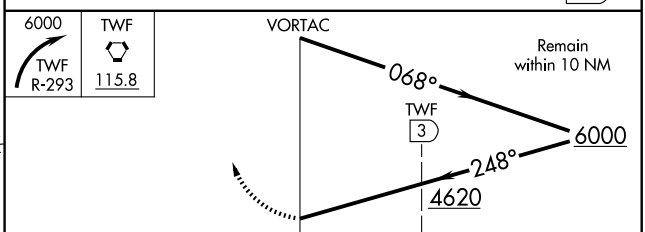
MALSR

MISSED APPROACH: Climbing right turn to 6000 on R-293 TWF VORTAC within 10 NM, return to VORTAC and hold.

ASOS	TWIN FALLS APP CON ★	TWIN FALLS TOWER ★	GND CON	UNICOM
135.025	126.7 353.75	118.2 (CTAF) L 317.5	121.7	122.95







CATEGORY	A	B	C	D
S-25	4620-½ 470 (500-½)		4620-¾ 470 (500-¾)	4620-1¼ 470 (500-1¼)
CIRCLING	4680-1 530 (600-1)		4680-1½ 530 (600-1½)	4740-2 590 (600-2)
DME MINIMA				
S-25	4560-½ 410 (500-½)			4560-1 410 (500-1)

REIL Rwy 7 L
HIRL Rwy 7-25 L

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

WARREN (USFS) (3U1) 0 NW UTC−7(−6DT) N45°16.09′ W115°41.01′ **GREAT FALLS**

5896 NOTAM FILE BOI

RWY 11–29: 2765X50 (DIRT)

RWY 11: Trees. **RWY 29:** Road.

AIRPORT REMARKS: Unattended. No winter maintenance. Rwy width varies from 65′ to 85′. Rwy 11–29 thlds marked with white rock. Recommend land Rwy 11, tkf Rwy 29 when wind conditions allow. Downdrafts prevalent Rwy 11 summer months. Recommended use early morning and late evening in summer. Not recommended for inexperienced pilots. Road crosses rwy approximately 800′ from Rwy 11 thld. No telephone avbl at arpt. Rwy 11–29 has some loose rocks to 2 inches in diameter, isolated spots of embedded flat rocks to 6 inches in diameter and some spotty weed growth to 12 inches.

COMMUNICATIONS: CTAF 122.9

WEATHERBY USFS (See ATLANTA)

WEISER MUNI (S87) 3 S UTC−7(−6DT) N44°12.28′ W116°57.63′ **SALT LAKE CITY**

2120 B S3 **FUEL** 100LL NOTAM FILE BOI **L–11B**

RWY 12–30: H4000X60 (ASPH) S–12.5 MIRL **IAP**

RWY 12: REIL. Trees.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 50′.

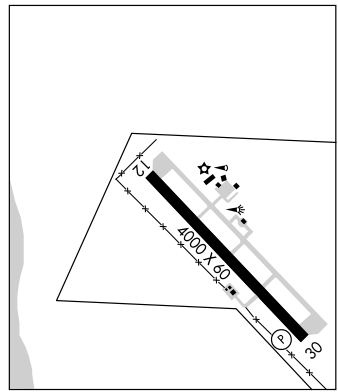
AIRPORT REMARKS: Attended continuously. Birds on and in vicinity of arpt. Extensive agricultural ops Mar–Oct. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 30 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03′ W116°12.38′ 205° 46.8 NM to fld. 7333/19E.



YELLOW PINE

JOHNSON CREEK (3U2) 3 S UTC−7(−6DT) N44°54.73′ W115°29.14′ **GREAT FALLS**

4933 NOTAM FILE BOI

RWY 17–35: 3400X150 (TURF)

RWY 17: Ridge. **RWY 35:** Fence.

AIRPORT REMARKS: Attended Jun–Aug, Thu–Mon 1500–0000Z‡. Big game animals on and invof arpt. No winter maintenance. Recommend land Rwy 17, tkf Rwy 35 when wind conditions allow. Rwy 17–35 plus 60′ trees 100′ each side of centerline. Be alert for sprinklers on rwy. Additional 250′ of length avbl for tkf on Rwy 35 end. Rwy 17–35 edges and thlds marked with white rocks. Special considerations should be given to density altitude, turbulence and mountain flying proficiency.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy ldg	N/A
301°	TDZE	N/A
	Apt Elev	2120

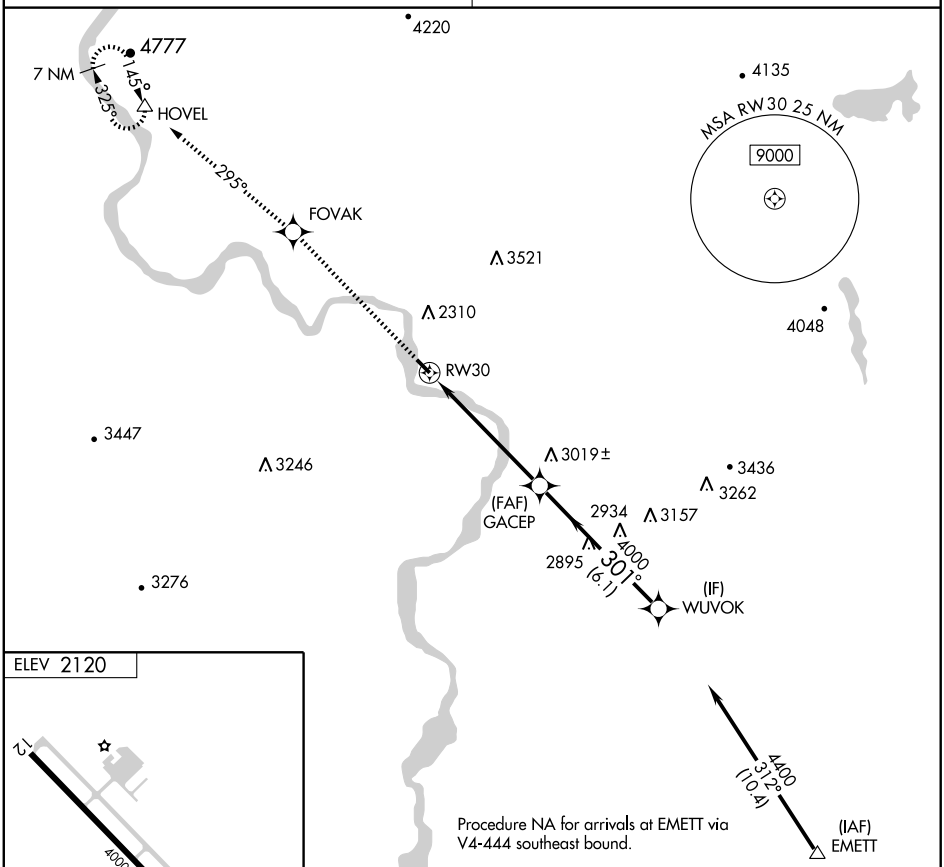
RNAV (GPS)-A
WEISER MUNI (S87)

NA

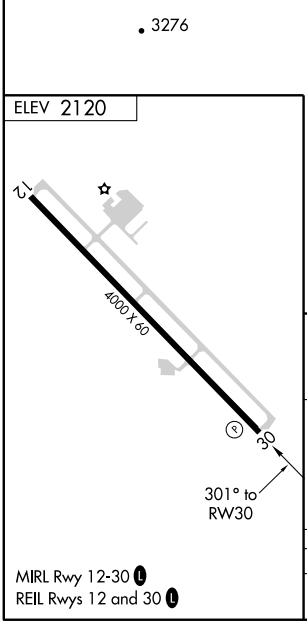
DME/DME RNP-0.3 NA. Procedure NA at night. Use Ontario altimeter setting; when not received, use Boise altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 9000 direct FOVAK and via 295° track to HOVEL and hold, continue climb-in-hold to 9000.

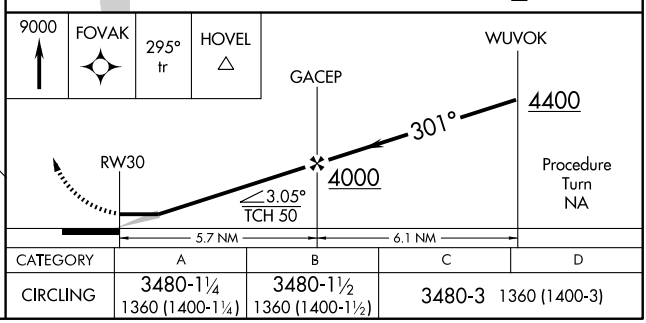
SALT LAKE CENTER	UNICOM
128.05 306.95	122.8 (CTAF) L



Procedure NA for arrivals at EMETT via V4-444 southeast bound.



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
CIRCLING	3480-1¼ 1360 (1400-1¼)	3480-1½ 1360 (1400-1½)	3480-3 1360 (1400-3)	

NW-1, 21 OCT 2010 to 18 NOV 2010